

# Notice of Meeting

## Local Traffic Committee Meeting

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 16 May 2023
Time	9.00am

Phil Holloway  
Director Infrastructure Services

I2023/719  
Distributed 09/05/23  
Amended 11/05/23

**BYRON SHIRE COUNCIL**  
LOCAL TRAFFIC COMMITTEE MEETING

**BUSINESS OF MEETING**

**1. APOLOGIES**

**2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**

**3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

- 3.1 Local Traffic Committee Meeting held on 18 April 2023

**4. MATTERS ARISING**

**5. OUTSTANDING ISSUES/RESOLUTIONS**

**6. REGULATORY MATTERS**

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| 6.1 | Brunswick Valley Way - Traffic Control Devices for Driveway Access..... | 3  |
| 6.2 | Bayshore Lane - One Way restriction .....                               | 12 |
| 6.3 | Blindmouth Road Upgrade .....   | 26 |
| 6.4 | New Intersection on Tweed Valley Way .....                              | 32 |
| 6.5 | Byron Writers Festival 2023.....  | 39 |
| 6.6 | Trial Electric Vehicle Chargers Byron Bay .....                         | 57 |

**7. MATTERS FOR TRAFFIC ENGINEERING ADVICE**

- |     |   |    |
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| 7.1 | No Overtaking - Coolamon Scenic Dr..... | 64 |
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**8. EVENTS**

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REGULATORY MATTERS

**Report No. 6.1 Brunswick Valley Way - Traffic Control Devices for Driveway Access**

5 **File No:** I2023/589

The purpose of this report is to gain support for the implementation of regulatory signage, markings and devices on Brunswick Valley Way as shown in Attachment 1 (E2023/40027).

10 Council has received a Roads Act application (51.2014.743.2) seeking approval for works on Brunswick Valley Way to satisfy conditions of development consent 10.2014.743.5 for a multi dwelling housing development. Condition 23 of development consent 10.2014.743.5 imposed the following requirements:

15 **23) Consent required for works within the road reserve – Kulgun Court, Matong Drive & Brunswick Valley Way.**

*Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.*

20 *Such plans are to be in accordance with Council's Specification for Engineering Works and are to provide for the following works at the specific Stages of development:*

.....

25 **BRUNSWICK VALLEY WAY (Stage 4)** to accord with RMS approval dated 25/8/15

30 **Unrestricted Driveway** *A bitumen sealed (AC) unrestricted driveway, which facilitates two way traffic flows, designed for Residential, Delivery and Refuse Collection vehicles. The design is to be in general accordance with Council's current "Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings", and AustRoads standards for driveway design and sight distances. The design is also to provide for, as required, drainage culvert/infrastructure, pavement works to Brunswick Valley Way, signage and/or linemarking (new and relocation), and any reconstruction works to the existing guard rail. The driveway design and construction is also to comply with the Roads & Maritime Services' letter of approval dated 25/8/2015.*

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40

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.1

***NOTE: The plans must be in compliance with Council's current "Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings".***

- 5 Council's Development Engineer has confirmed Attachment 1 (E2023/40027) has incorporated the above conditions into the design.

Brunswick Valley Way is a classified regional road, MR689. Concurrence has been granted from TfNSW, refer Attachment 2 (E2023/40035)

- 10 The RMS approval dated 25/8/15 referenced in condition 23 of the development consent is in Attachment 3 (E2023/40389).




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### 15 **RECOMMENDATION:**

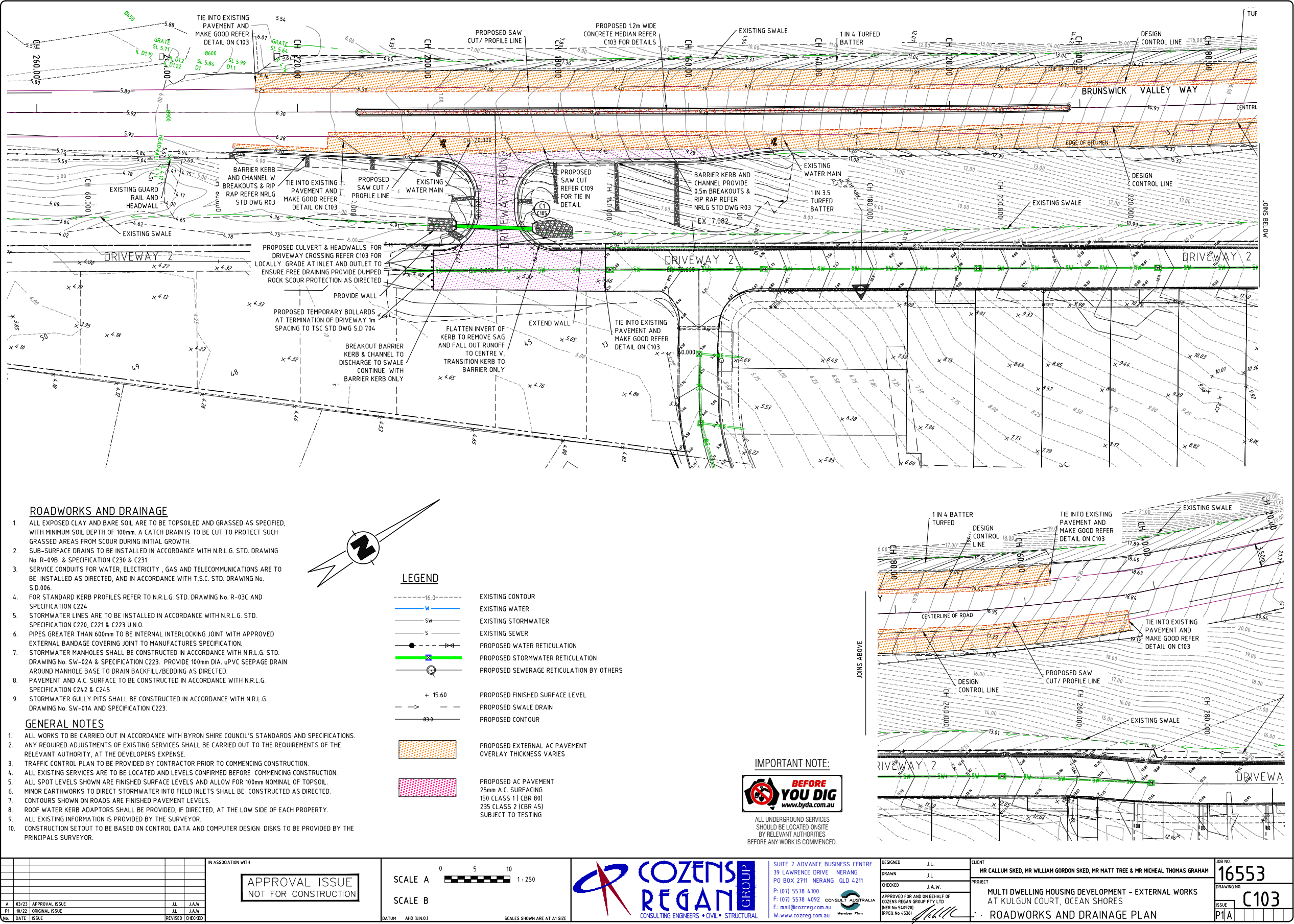
**That Council authorises the implementation of the regulatory signs, markings and traffic control devices on Brunswick Valley Way, as shown in Attachment 1 (E2023/40027), subject to the following:**

- 20 a) **Separate approval must be obtained from TfNSW for the relocation of the existing transition from 50/80 km/h speed limit northward so that the proposed intersection will be within the 50km/h zone.**
- b) **Separate approval must be obtained from TfNSW for a Road Occupancy Licence (ROL) for the work within Brunswick Valley Way.**
- 25 c) **The environmental impacts of the road works which are ancillary to this development, such as removal of trees, will require further assessment and separate approvals.**

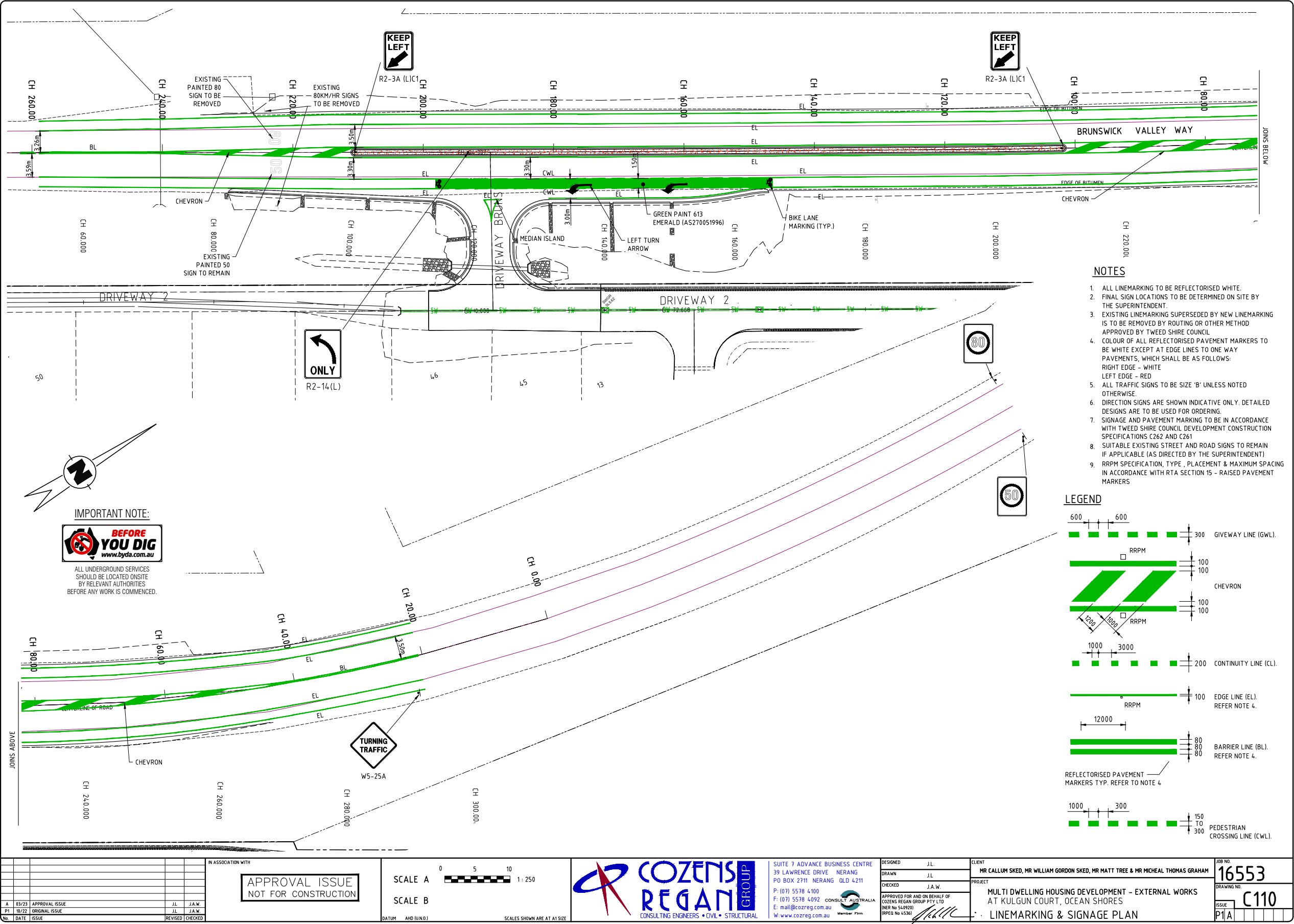
### **Attachments:**

- 30 1 51.2014.743.2 - Design Plans showing Regulatory Signs and Markings, E2023/40027 , page 5 
- 2 51.2014.743.2 - TfNSW response to Byron Shire Council - Referral for Consideration and Advice - 41 Matong Drive OCEAN SHORES NSW 2483 .msg(2), E2023/40035 , page 8 
- 3 51.2014.743.2 - RMS approval dated 25-8-2015, E2023/40389 , page 10 

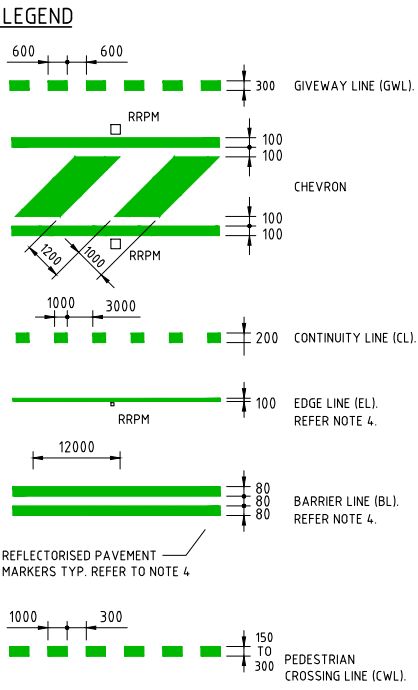
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- NOTES**
- 1. ALL LINEMARKING TO BE REFLECTORISED WHITE.
  - 2. FINAL SIGN LOCATIONS TO BE DETERMINED ON SITE BY THE SUPERINTENDENT.
  - 3. EXISTING LINEMARKING SUPERSEDED BY NEW LINEMARKING IS TO BE REMOVED BY ROUTING OR OTHER METHOD APPROVED BY TWEED SHIRE COUNCIL.
  - 4. COLOUR OF ALL REFLECTORISED PAVEMENT MARKERS TO BE WHITE EXCEPT AT EDGE LINES TO ONE WAY PAVEMENTS, WHICH SHALL BE AS FOLLOWS:  
RIGHT EDGE - WHITE  
LEFT EDGE - RED
  - 5. ALL TRAFFIC SIGNS TO BE SIZE 'B' UNLESS NOTED OTHERWISE.
  - 6. DIRECTION SIGNS ARE SHOWN INDICATIVE ONLY. DETAILED DESIGNS ARE TO BE USED FOR ORDERING.
  - 7. SIGNAGE AND PAVEMENT MARKING TO BE IN ACCORDANCE WITH TWEED SHIRE COUNCIL DEVELOPMENT CONSTRUCTION SPECIFICATIONS C262 AND C261.
  - 8. SUITABLE EXISTING STREET AND ROAD SIGNS TO REMAIN IF APPLICABLE (AS DIRECTED BY THE SUPERINTENDENT).
  - 9. RRPM SPECIFICATION, TYPE, PLACEMENT & MAXIMUM SPACING IN ACCORDANCE WITH RTA SECTION 15 - RAISED PAVEMENT MARKERS.



<b>IN ASSOCIATION WITH</b>		<b>APPROVAL ISSUE</b> NOT FOR CONSTRUCTION		<b>SCALE A</b> 0 5 10 1 : 250		<b>SCALE B</b>		<b>COZENS REGAN GROUP</b> CONSULTING ENGINEERS • CIVIL • STRUCTURAL		<b>SUITE 7 ADVANCE BUSINESS CENTRE</b> 39 LAWRENCE DRIVE NERANG QLD 4211 P: (07) 5578 4100 F: (07) 5578 4092 E: mail@cozreg.com.au W: www.cozreg.com.au		<b>DESIGNED</b> J.L. <b>DRAWN</b> J.L. <b>CHECKED</b> J.A.W. APPROVED FOR AND ON BEHALF OF COZENS REGAN GROUP PTY LTD (NER No 549920) (RPEQ No 4536)		<b>CLIENT</b> MR CALLUM SKED, MR WILLIAM GORDON SKED, MR MATT TREE & MR MICHAEL THOMAS GRAHAM <b>PROJECT</b> MULTI DWELLING HOUSING DEVELOPMENT - EXTERNAL WORKS AT KULGUN COURT, OCEAN SHORES <b>LINEMARKING &amp; SIGNAGE PLAN</b>		<b>JOB NO.</b> 16553 <b>DRAWING NO.</b> C110 <b>ISSUE</b> P1/A	
<b>DATE</b> 10/23 <b>ISSUE</b> APPROVAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> ORIGINAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> APPROVAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> ORIGINAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> APPROVAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> ORIGINAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> APPROVAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> ORIGINAL ISSUE <b>REVISION</b>		<b>DATE</b> 10/23 <b>ISSUE</b> APPROVAL ISSUE <b>REVISION</b>	



Fri 14/04/2023 1:00 PM

Kane Hitchcock <Kane.Hitchcock@transport.nsw.gov.au>

TfNSW response to Byron Shire Council - Referral for Consideration and Advice - 41 Matong Drive OCEAN SHORES NSW 2483

To Blunden, Gray

Cc Byrne, Amanda

Follow up. Start by Friday, 14 April 2023. Due by Friday, 14 April 2023.  
You forwarded this message on 14/04/2023 4:12 PM.

Hi Gray,

I refer to your email of 29 March 2023 and the attached application form and civil drawings. Council referred the Development Application to TfNSW for concurrence in accordance with Section 138 of the *Roads Act 1993*. This letter is a submission in response to that referral.

TfNSW understands the application seeks consent from Council, as the roads authority, for road works at Brunswick Valley Way

### TfNSW Response

TfNSW has reviewed the information provided by Council and concurs to the carrying out of the proposed works, generally in accordance with:

- Civil drawings C100-C110 Job No 16553 by Cozens Regan Group.

and subject to Council ensuring that:

- The work shall be designed and constructed in accordance with the current *Austroads Guide to Road Design* and Transport for NSW supplements, to the satisfaction of TfNSW and Council.
- All works associated with the proposed development should be carried out at full cost to the developer and at no cost to TfNSW or Council and to TfNSW and Council requirements.

### Advice to Council

- TfNSW provides Agreement In-Principle that the existing transition from 50/80 km/h speed limit will be relocated northward so that the proposed intersection will be within the 50km/h zone. This change will be subject to S.138 approval being granted by Council with TfNSW concurrence and will be installed on practical completion of road work.
- Once Council is supportive of the proposal, a request from Council to TfNSW will initiate an operational change to the location of the speed zone. Any changes to other regulatory signs or devices will require referral to the Local Traffic Committee for endorsement prior to Council approval. Please refer to A guide to the delegation to councils for the regulation of traffic.
- Works undertaken within the road reserve will require a Traffic Guidance Scheme (TGS). The TGS must comply with Australian Standard 1742.3 and the work health and safety

requirements in the Work Health and Safety Regulation 2017. If all work is carried out further than 6 metres from the edge line only a vehicle management plan is required.

- Council should ensure there is an approved Road Occupancy Licence (ROL) for the work within Brunswick Valley Way. Contact TfNSW Road Access Team via the TfNSW website (<https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html>) to obtain an ROL prior to the closure of any lane or erection of any structures within the roadway associated with the future roadworks.
- It is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development, such as (inter alia) removal of trees, relocation of utilities, stormwater management, etc in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979*. This includes any works which form part of the original application and/or any works which are deemed necessary to include as requirements in the conditions of development consent (i.e. the proposed driveway works). Note, this letter of concurrence should not assume that TfNSW has assessed the environmental impact of the road works as TfNSW are neither the consent authority nor roads authority for the development.

Should you require further information please contact Kane Hitchcock, Development Services Case Officer, on 1300 207 783 or by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au).

Warm Regards

**Kane Hitchcock**

Development Services Case Officer  
Development Services  
Regional and Outer Metropolitan  
**Transport for NSW**

**T** 1300 207 783 **M** 0477 491 803 **E** [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au)

**W** [transport.nsw.gov.au](http://transport.nsw.gov.au), [TfNSW Private Development Web Page](#)

Newcastle Regional Office, Region North  
6 Stewart Avenue, Newcastle NSW 2302  
Locked Bag 2030, Newcastle NSW 2302



**Transport  
for NSW**



**Transport**  
Roads & Maritime  
Services

NTH09-01499  
Your Ref: 10.2014.743.1

General Manager  
Byron Shire Council  
PO Box 219  
MULLUMBIMBY NSW 2482

Attn: Mr Ian McIntosh

**Driveway access from Brunswick Valley Way - S138 approval**

Dear Mr Blunden

I refer to your letter of 20 July 2015 requesting Roads and Maritime Service concurrence under Section 138 of the Roads Act 1993 being for the proposed driveway access on Brunswick Valley Way for the subject development on Kulgan Court at Ocean Shores.

The key interests for Roads and Maritime are the safety and efficiency of the road network, traffic management, the integrity of infrastructure assets and the integration of land use and transport.

Roads and Maritime provides the following points for your consideration

- The provided traffic data indicates that once turning traffic is introduced on Brunswick Valley Way, the access would require channelised turn treatments in Accordance with Part 4 of Austroads Guide to Road Design
- Given the proposed access is in close proximity to the existing speed limit change point, the speed change point will require relocation (this includes signposting relocation as well as pavement numeral removal and remarking). Byron Shire Council can request a speed limit alteration in writing to Roads and Maritime Services for approval.

It is recommended the cost associated with any physical speed zone changes required as part of the access proposal is absorbed by the developer.

- The construction of an access on Brunswick Valley way may introduce unwanted parking and subsequently pedestrian movements on a relatively high speed road. Parking and pedestrian restrictions should be considered in the absence of designated facilities.

**Roads & Maritime Services**

76 Victoria Street, Grafton NSW 2460 | PO Box 576 Grafton NSW 2460  
T 02 6640 1300 | F 02 6640 1304 | E [grafton.regional.office@rms.nsw.gov.au](mailto:grafton.regional.office@rms.nsw.gov.au)

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 17 82


# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.1 - ATTACHMENT 3

For any further information please contact Jessica Healey, A/Network Safety Officer on (02)6640 1300 or by email to [grifton.regional.office@rms.nsw.gov.au](mailto:grifton.regional.office@rms.nsw.gov.au) who will be pleased to assist.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Monica Sirol', with a large, sweeping loop at the end.

for Monica Sirol  
Network and Safety Manager, Northern

25 August 2015

## Report No. 6.2 Bayshore Lane - One Way restriction

File No: I2023/599

- 5 Bayshore Lane provides access to a small residential catchment (11 town houses) to the north of Byron Bay Art and Industrial Estate. Council has received a petition that has been signed by nine property occupants requesting that the street be changed to one-way travel.

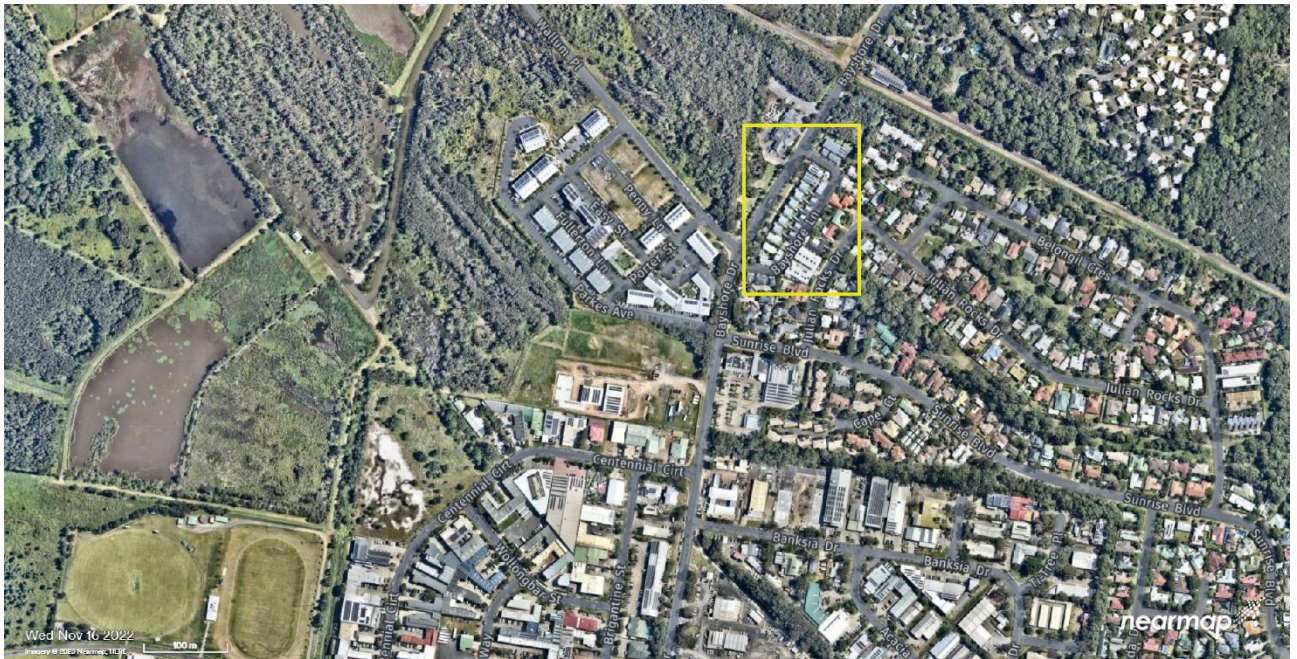
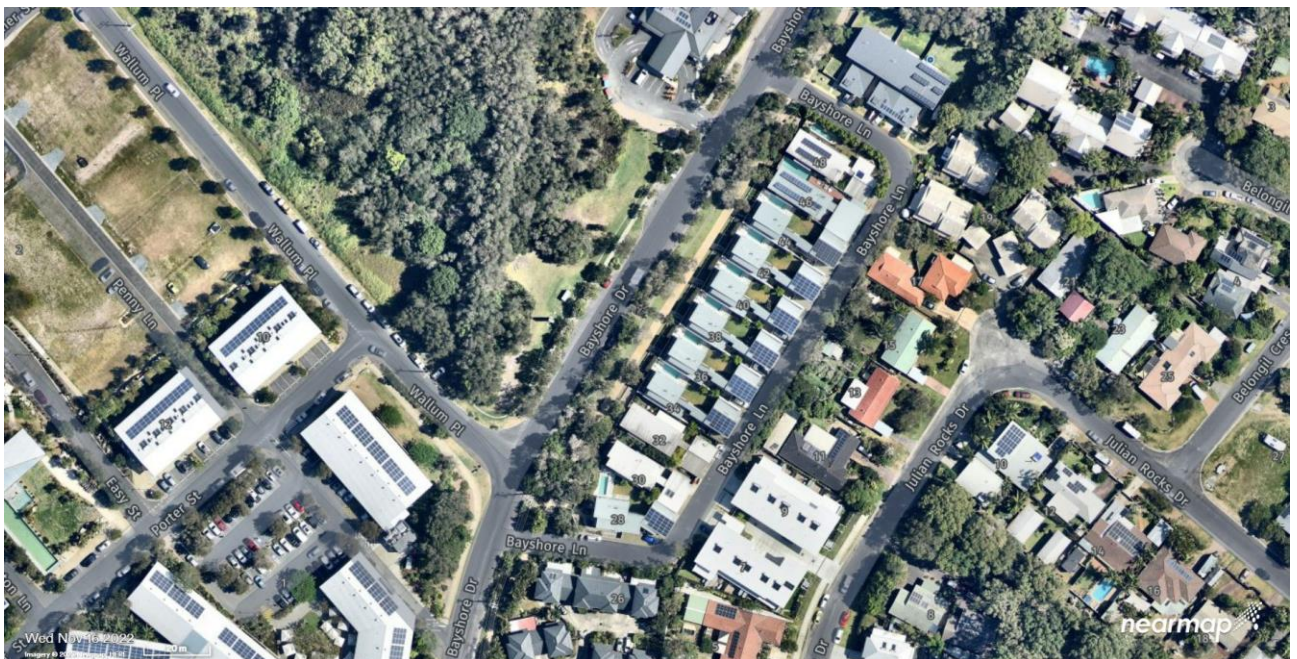


Figure 1: Locality map



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.2

### **Figure 2: Bayshore Lane formation**

Council staff have been onsite and observed numerous road safety concerns regarding the southern intersection with Bayshore Drive.

5

- There is little to no sight distance at the intersection from all approaches (stopping sight distance or intersection sight distance).



**Figure 3 (above): Approach/stopping sight distance (Southbound, Bayshore Dr)**



Figure 4 (above): Intersection sight distance (Bayshore Ln, South)



**Figure 5 (above): Approach/stopping sight distance (Northbound, Bayshore Dr)**

- Pedestrians, when crossing the minor leg are walking through a dense corridor of plants and cannot be seen by drivers who are entering Bayshore Lane from either approach, also the pedestrians cannot see the approaching vehicles.



**Figure 6 (above): Pedestrian Footpath Bayshore Dr on approach to Bayshore Ln**

- The plants that block your sight at the intersection would be difficult to cut back to achieve any significant improvement for intersection sight distance. However, some cutting back may assist with pedestrian visibility.

The northern intersection of Bayshore Drive at Bayshore Lane while not ideal does provide much better sight distance overall compared to the southern intersection. The sight distance at the intersection can be significantly improved by removing some of the vegetation from the corner of the intersection. The location of the northern intersection does not have the same geometric issues as the southern intersection as it is set further back from the curve on Bayshore Drive.



**Figure 7 (above): Approach/stopping sight distance (Northbound, Bayshore Dr) at the northern intersection of Bayshore Dr/Bayshore Ln.**



**Figure 8 (above): Approach/stopping sight distance (Southbound, Bayshore Dr) at the northern intersection of Bayshore Dr/Bayshore Ln.**



**Figure 9 (above): Intersection sight distance (Bayshore Dr/Bayshore Ln, north)**

Bayshore Lane is a low-speed, low volume environment; recent traffic survey data has indicated that the 85 percentile speeds are less than 30km/h. The direction of travel within the street is split 60/40 favouring the northbound direction (64 VPD).

- 5 Based on resident feedback, road geometry and the sight distance issues at the Bayshore Ln/Bayshore Dr (south) intersection Council staff support the proposed one way solution following further stakeholder engagement (waste collection contractor etc.). A concept layout for the one-way scenario is shown in figure 10 (below).



Figure 10: One-way concept Bayshore Ln, Byron Bay

5

### RECOMMENDATION:

That the Local traffic Committee endorse the implementation of one-way traffic within Bayshore Lane, Byron Bay (northbound) if community and stakeholder engagement does not raise any reasons not to proceed.

10

### Attachments:

- 15 1 Resident Petition ~ Request to Change traffic flow from two way to one way in Bayshore Lane Byron Bay, E2022/119099 , page 21 [↓](#)

# BYRON SHIRE COUNCIL

REGULATORY MATTERS

6.2 - ATTACHMENT 1

Petition to Byron Shire Council

Principal petitioner

BYRON SHIRE COUNCIL
DOC NO: .....
RECD 30 NOV 2022
FILE NO: F1668104
ASSIGNEE: R. Bradley

RECEIVED BY FRONT COUNTER
29 NOV 2022
BYRON SHIRE COUNCIL

Residents who back -onto or front-onto Bayshore Lane Byron Bay have signed this petition.

23 Residents who have signed the petition are ticked in "red" in the photograph.

Request to make a change to traffic flow from two way in Bayshore Lane to one-way Bayshore Lane South to North.

Change the two way traffic in Bayshore Lane to "One Way" ingress opposite Wallum Place and egress opposite the North Byron Hotel. There are many residents who have garages on the laneway. Pedestrians and cyclists use it frequently. Children play in the laneway.

Presently motorists driving in to Bayshore Lane opposite Wallum are having to back up over a pedestrian crossing when vehicles are coming the other way trying to exit in the narrow space between parked cars.

With all of the extra traffic using the Wallum Place Intersection exiting the laneway at that point is problematic.

The proposal will not affect the refuse trucks.

It will be safer and less troublesome for all concerned.

Please consider out request

# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.2 - ATTACHMENT 1

PETITION TO BYRON SHIRE COUNCIL  
REQUEST TO MAKE A CHANGE TO TRAFFIC FLOW  
ONE WAY BAYSHORE LANE SOUTH TO NORTH

### Petition Summary and Background:

Name and address of Principal Petitioner: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Action petitioned for:

Change the two way traffic in Bayshore Lane to "One Way" ingress opposite Wallum Place with an egress opposite the North Byron Hotel. There are many residents who have garages on the laneway

Pedestrians and cyclists use it. Presently people are having to back up over the pedestrian crossing to allow cars coming towards them in the opposite direction at the southern entrance

With the proposed Bioenergy plant in Wallum Place there is going to be a huge increase in trucks using the area. Council Refuse trucks enter from south to north of the laneway so will not be affected.

One way would be much safer for the many children and families who live on the laneway.

	Printed Name	Residential Address	Signature	I am over 18 years of age
1				✓
2				✓
3				✓
4				✓
5				✓
6				✓
7				✓
8				✓
9				✓
10				✓
11				✓
12				
13				✓
14				✓
15				✓

# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.2 - ATTACHMENT 1

PETITION TO BYRON SHIRE COUNCIL  
REQUEST TO MAKE A CHANGE TO TRAFFIC FLOW  
ONE WAY BAYSHORE LANE SOUTH TO NORTH

### Petition Summary and Background:

Name and address of Principal Petitioner: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Action petitioned for:

Change the two way traffic in Bayshore Lane to "One Way" Ingress opposite Wallum Place with an egress opposite the North Byron Hotel. There are many residents who have garages on the laneway.

Pedestrians and cyclists use it. Presently people are having to back up over the pedestrian crossing to allow cars coming towards them in the opposite direction at the southern entrance.

With the proposed Bioenergy plant in Wallum Place there is going to be a huge increase in trucks using the area. Council refuse trucks enter from south to north of the laneway so will not be affected.

One way would be much safer for the many children and families who live on the laneway.

	Name	Residential Address	Signature	I am over 18 years of age
16				yes
17				yes
18	F			yes
19				yes
20				yes
21				Y
22				Y
23				Y
9				
10				
11				
12				
13				
14				
15				



## BYRON SHIRE COUNCIL

REGULATORY MATTERS

6.2 - ATTACHMENT 1



## Report No. 6.3 Blindmouth Road Upgrade

File No: I2023/634

5 The purpose of this report is to gain Council support for the proposed regulatory signage and line markings shown in Attachment 1 (E2023/42149).

Council has received a Roads Act application associated with a development approval for a Rural Land Sharing Community consisting of 12 dwelling sites at 84 Blindmouth Road, Main Arm.

10 As part of the approved D.A (10.2020.242.1) Schedule 1, deferred Condition 1 imposed the following requirement:

### 1. Consent required for works within the road reserve

Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.

15 Such plans are to be in accordance with Council's current Design & Construction Manuals and are to provide for the following works:

<b>Driveway (Typical Rural Property Access Standard)</b>	A driveway(s) in accordance with Type 1 driveway of RMS drawing 19.07.2016.
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The works are to include the adjustment and/or relocation of services as necessary to the requirements of the appropriate service authorities.

<b>Access Treatment</b>	Provision of a BAR & BAL turning treatment in accordance with AUSTROADS.
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<b>Blindmouth Road Upgrade</b>	<p>Blindmouth Road including the causeway on Blindmouth Road must be upgraded in accordance with Chapter D1.22 to D1.29 of D1.0 - Geometric Road Design - Northern Rivers Local Government.</p> <p>a) Road design upgrade to provide a 6m seal and 1m sealed shoulders with table drains to cater for a minor road with traffic 150-500 AADT (D1.27 - Table T1.27 of NRLG) including line marking of the edge lines and appropriate RMS warning signs for cyclist/ pedestrians.</p> <p>b) Scope of Works • Works specified in SDS Civil drawing C1; and • Extension the works in SDS Civil drawing C1 to link the sealed section of Blindmouth Road including the causeway over Blindmouth Creek south of the development.</p>
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- c) The upgrade of the causeway on Blindmouth Road over Blindmouth Creek to Austroads standards. The floodway must be designed to provide flood free access for at least the 1 in 2 year ARI storm event and safe vehicle access for at least the 1 in 50 year ARI storm event. Detailed design and documentation, including erosion protection works and safety measures, for the creek crossing. Flood warning signs and flood gauges to show depth of flooding must be installed for both approaches to the floodway.

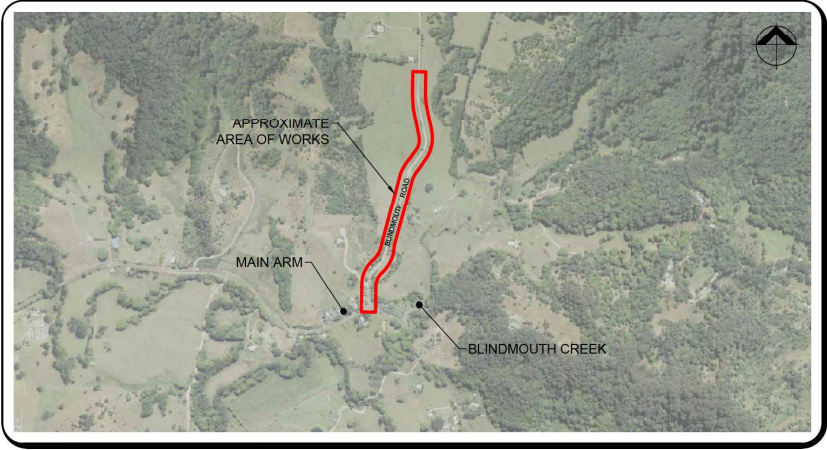
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5 **RECOMMENDATION:**

**That Council supports the regulatory signage and line markings associated with the Blindmouth Road upgrade works, as shown in Attachment 1 (E2023/42149)**

**Attachments:**

- 10 1 51.2020.242.1 LTC submission, E2023/42149 , page 28 [↓](#) 



LOCALITY MAP  
N.T.S

# BLINDMOUTH ROAD UPGRADE

FROM 0.115km TO 0.85km NORTH OF MAIN ARM ROAD  
ROADS ACT WORK FOR DA 10.2020.242.1

For: YOAV LEV

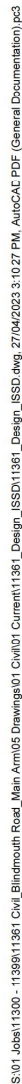


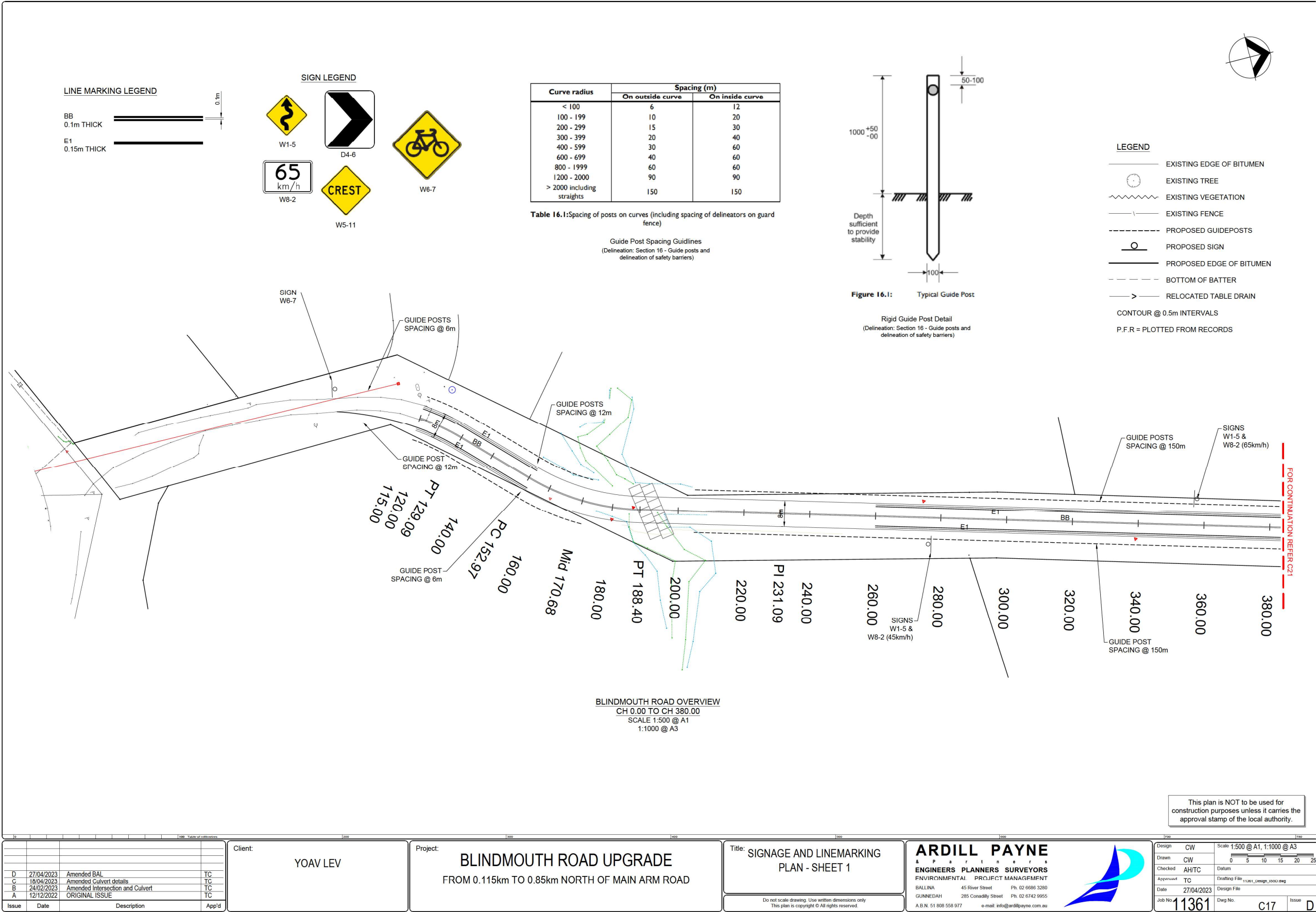
**ARDILL PAYNE**  
& P a r t n e r s  
ENGINEERS PLANNERS SURVEYORS  
ENVIRONMENTAL PROJECT MANAGEMENT

BALLINA 45 River Street Ph. 02 6686 3280  
GUNNEDAH 285 Conadilly Street Ph. 02 6742 9955  
A.B.N. 51 808 558 977 e-mail: info@ardillpayne.com.au

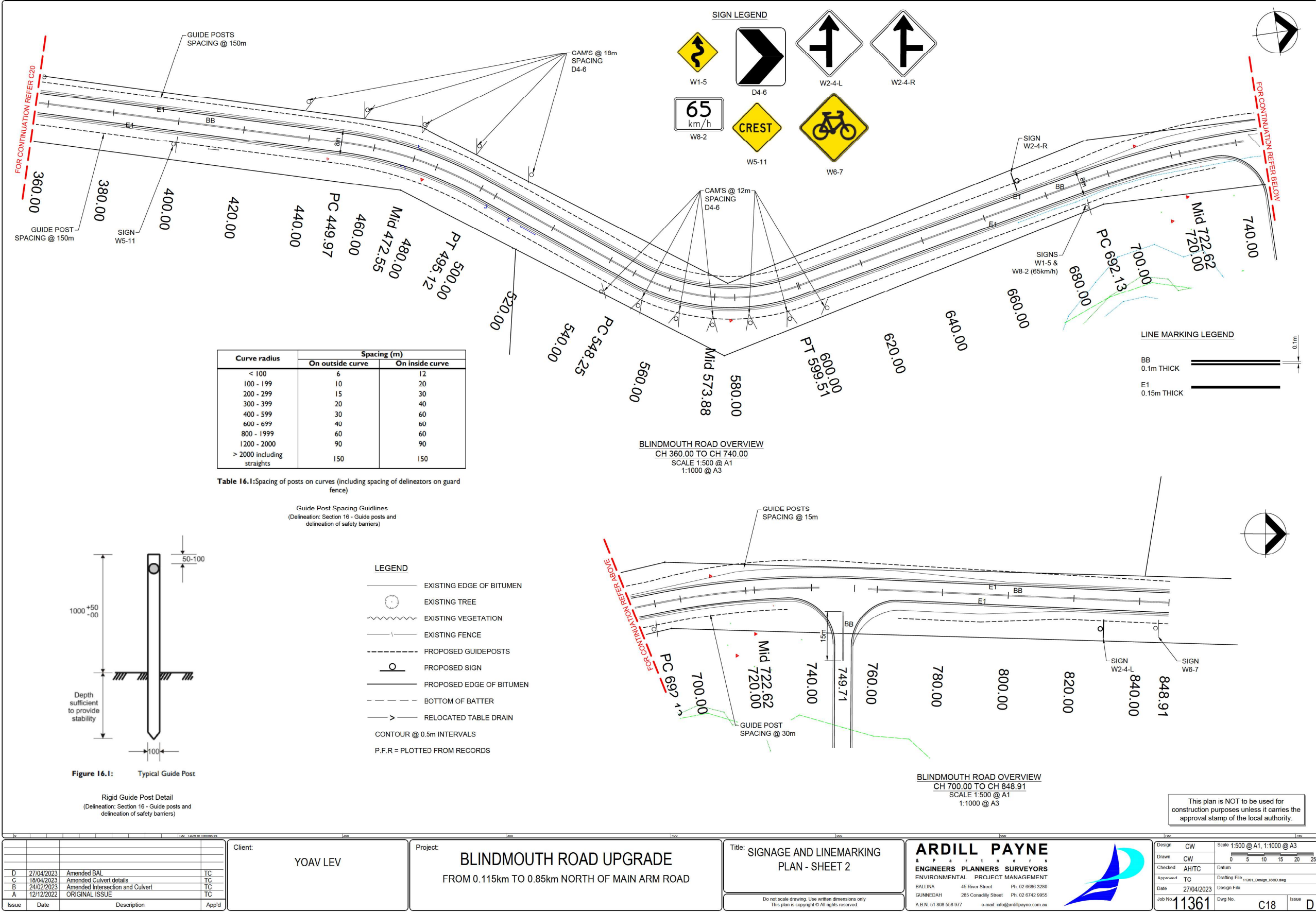
### DRAWING SCHEDULE

DRAWINGS	SHEET	DESCRIPTION
11361 -No. C01	1 of 18	Extent of Works Layout
11361 -No. C02	2 of 18	Erosion & Sediment Control Plan
11361 -No. C03	3 of 18	Erosion & Sediment Control Plan - Culvert
11361 -No. C04	4 of 18	Erosion & Sediment Control Details & Notes
11361 -No. C05	5 of 18	Layout Plan & Longitudinal Section Ch.3.57 to Ch.364.44
11361 -No. C06	6 of 18	Layout Plan & Longitudinal Section Ch.364.44 to Ch.730.89
11361 -No. C07	7 of 18	Layout Plan & Longitudinal Section Ch.730.89 to Ch.848.91
11361 -No. C08	8 of 18	Cross Sections Ch.115.00 to Ch.280.00
11361 -No. C09	9 of 18	Cross Sections Ch.300.00 to Ch.520.00
11361 -No. C10	10 of 18	Cross Sections Ch.540.00 to Ch.732.45
11361 -No. C11	11 of 18	Cross Sections Ch.740.00 to Ch.848.91
11361 -No. C12	12 of 18	Unnamed Intersection Plan, Longitudinal and Cross Sections
11361 -No. C13	13 of 18	Intersection Layout & Pavement Return Longitudinal Sections
11361 -No. C14	14 of 18	Culvert & Causeway Layout Plan Ch.154.00 to Ch.257.00
11361 -No. C15	15 of 18	Rook Batter Stabilisation & Stilling Basin Sections
11361 -No. C16	16 of 18	Causeway Longitudinal Section & Culvert Details & Notes
11361 -No. C17	17 of 18	Signage & Linemarking Plan - Sheet 1
11361 -No. C18	18 of 18	Signage & Linemarking Plan - Sheet 2





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## Report No. 6.4 New Intersection on Tweed Valley Way

File No: I2023/687

5 The purpose of this report is to gain Council support for the proposed regulatory signage and line markings shown in Attachment 1 (E2023/43452).

Council has received a Roads Act application associated with a development consent to convert an existing multiple occupancy to a community title subdivision at Lot 21 DP1034998, Pacific Highway, Wooyung. Condition 5 of the development consent (10.2010.528.1) requires the following:

### 10 **Consent required for works within the road reserve**

*Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.*

15 *Such plans are to be in accordance with Council's current Design and Construction Manuals and Specifications and are to provide for the following works:*

20 **Driveway** *A minimum 6m wide sealed driveway (or equivalent), in accordance with Council's current "Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings", from the edge of the road to the existing underpass and from the underpass to 3m inside the property boundary.*

25 **Intersection Works** *The intersection of the Tweed Valley Way with the roadway through the Pacific Highway underpass must be upgraded to a type BA intersection in accordance with AustRoads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. The design is to address siting, signs, linemarking, parking restrictions and night-time visibility.*

30 *NOTE: The plans must be in compliance with Council's current "Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings".*

35 Tweed Valley Way is a Regional Road (MR679) and as such Council has recently referred the application and design drawings to TfNSW for concurrence under section 138(2) of the Roads Act 1993.

40 Condition 5 requires a type BA intersection but after a site inspection with Council and the design engineer it was agreed that this should be upgraded to a Austroads type CHS intersection, due to the site constraints and better safety improvements.

**RECOMMENDATION:**

**That Council supports the regulatory signage and line markings associated with the New Intersection on Tweed Valley Way, as shown in Attachment 1 (E2023/43452)**

**5 Attachments:**

1 51.2010.528.1 LTC submission, E2023/43452 , page 34 [!\[\]\(c428d2e50ffe0e934b3cfcdbc1ca5f24\_img.jpg\) !\[\]\(2f8c81cbcba72d674ed8b6980a1b0ded\_img.jpg\)](#)

Locality Map



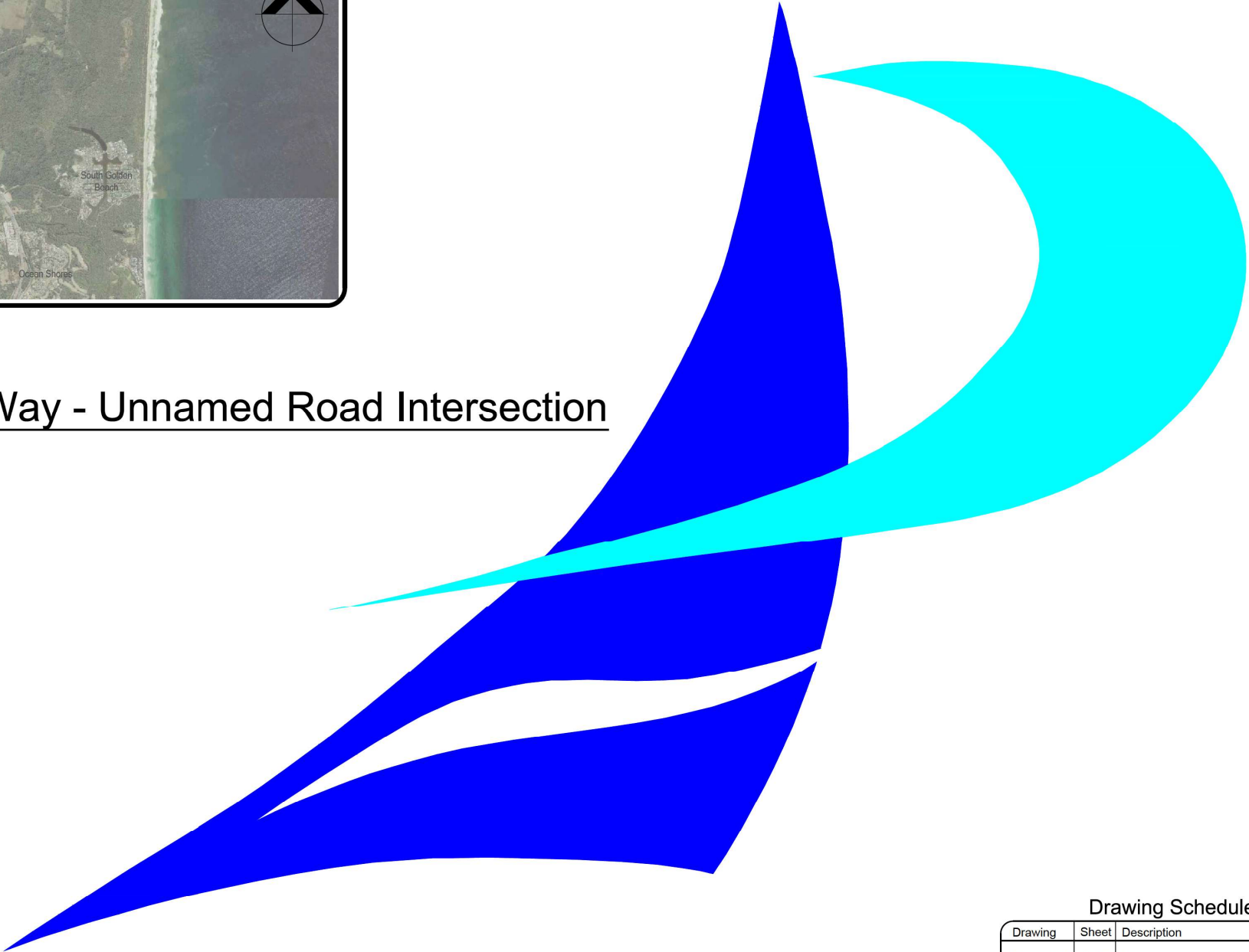
Tweed Valley Way - Unnamed Road Intersection

Wooyung

Byron Shire Council

For: Robert Cole

DA 10.2010.528.1



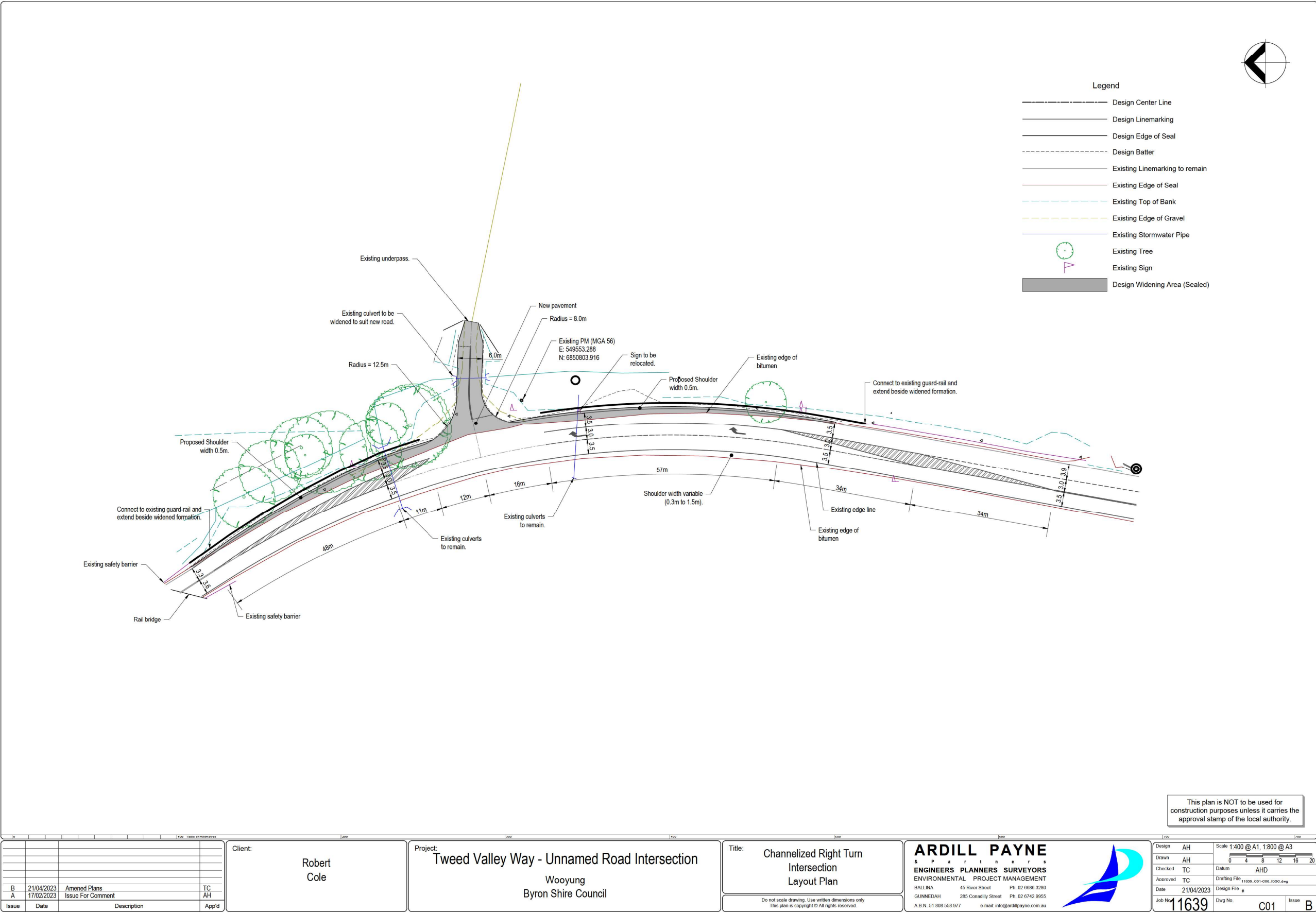
**ARDILL PAYNE**  
& P a r t n e r s  
ENGINEERS PLANNERS SURVEYORS  
ENVIRONMENTAL PROJECT MANAGEMENT

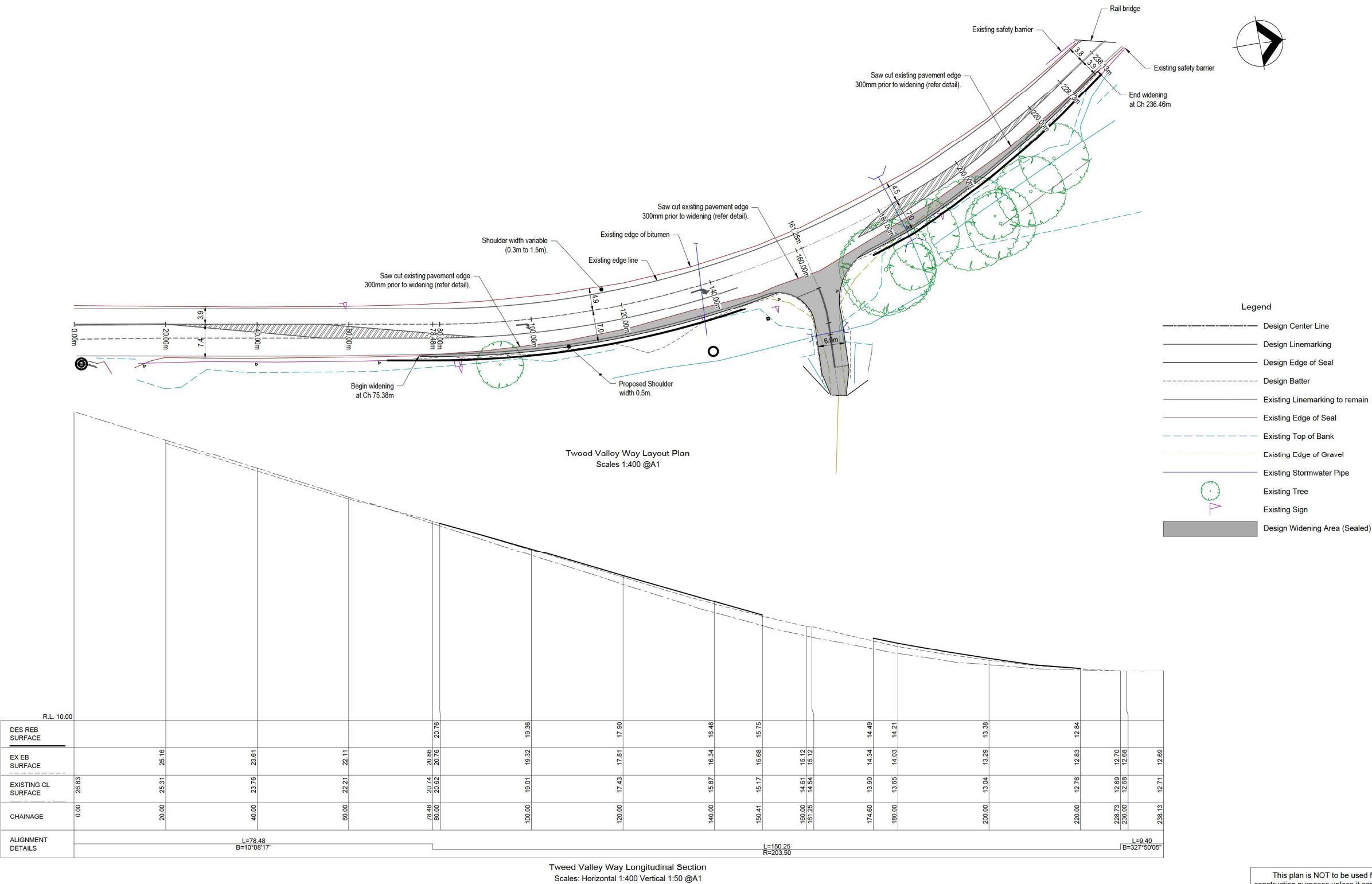
BALLINA 45 River Street Ph. 02 6686 3280  
GUNNDAH 285 Conadilly Street Ph. 02 6742 9955  
A.B.N. 51 808 558 977 e-mail: info@ardillpayne.com.au

Drawing Schedule

Drawing	Sheet	Description
11639 - C01	1 of 6	Channelized Right Turn Intersection Layout Plan
11639 - C02	2 of 6	Construction Notes and Details
11639 - C03	3 of 6	Tweed Valley Way Longitudinal Section
11639 - C04	4 of 6	Pavement Return and Unnamed Road Longitudinal Section
11639 - C05	5 of 6	Tweed Valley Way and Unnamed Road Cross Section
11639 - C06	6 of 6	Channelized Right Turn Intersection Linemarking & Signs Layout and Details

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This plan is NOT to be used for construction purposes unless it carries the approval stamp of the local authority.

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Issue	Date	Description	App'd
B	21/04/2023	Amended Plans	TC
A	17/02/2023	Issue For Comment	AH

Client:	Robert Cole
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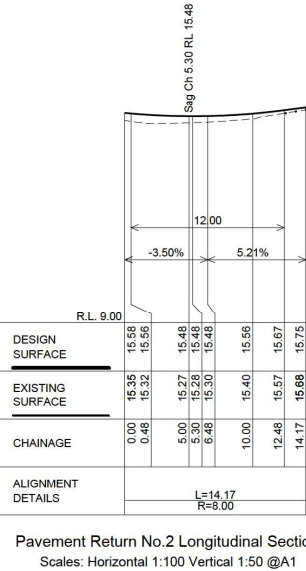
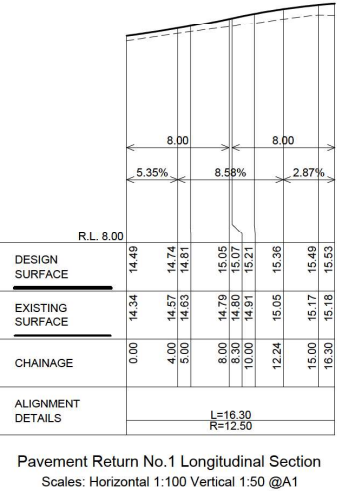
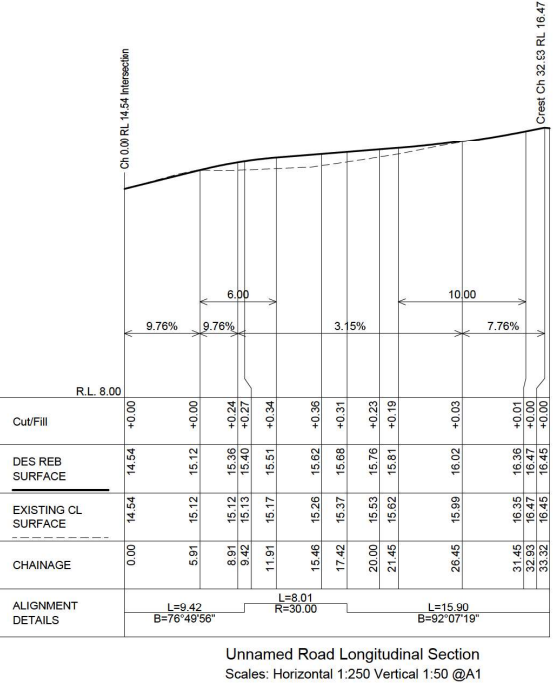
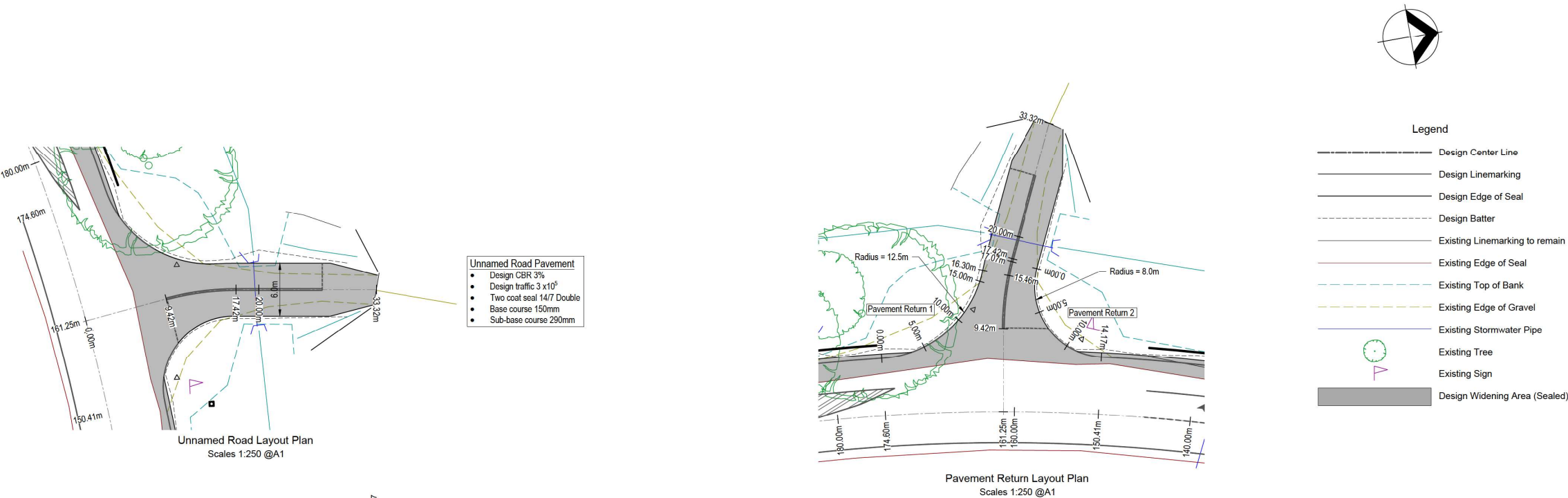
Project:	Tweed Valley Way - Unnamed Road Intersection
	Wooyung
	Byron Shire Council

Title:	Tweed Valley Way Longitudinal Section
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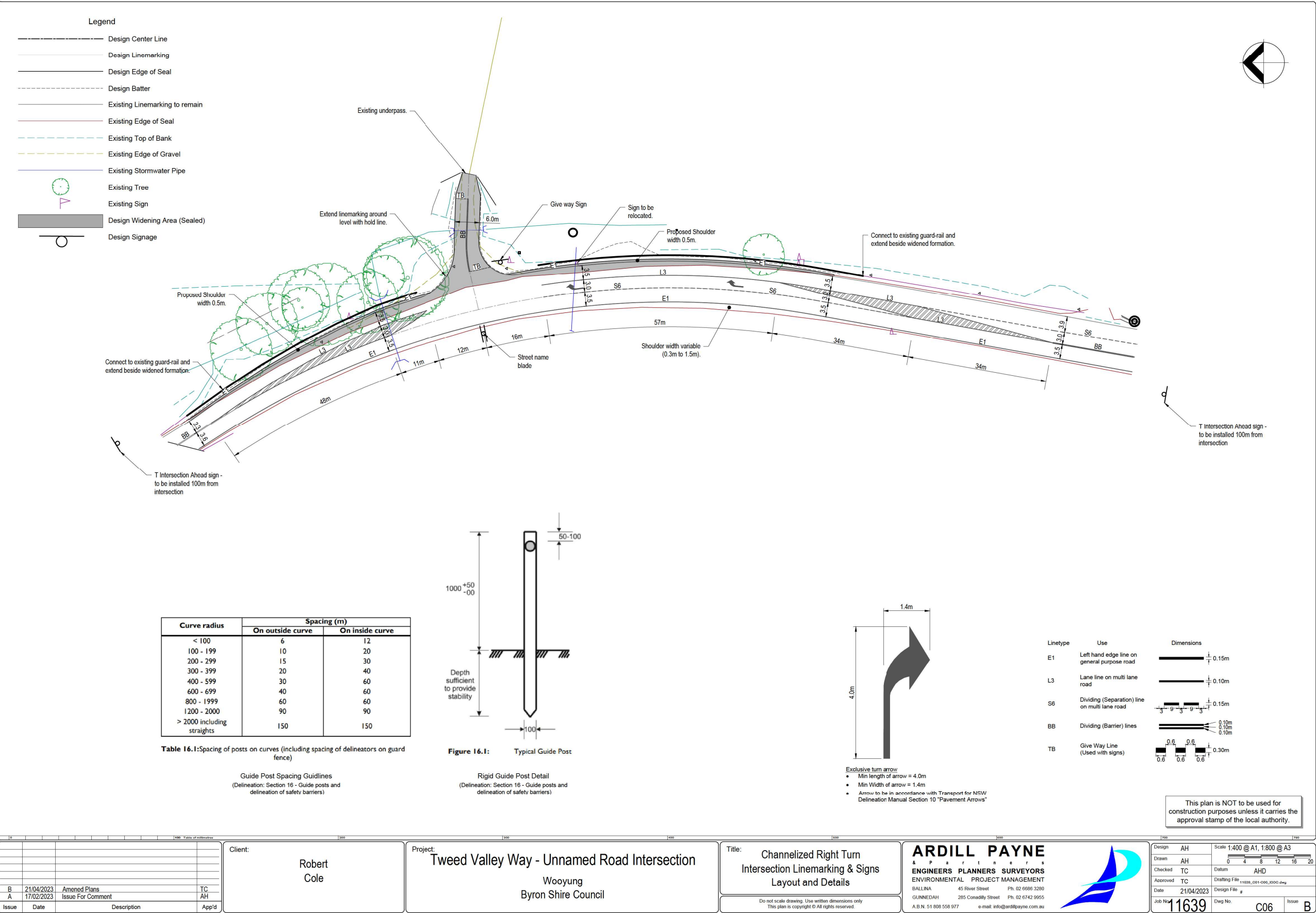
Design	AH	Scale	Various - refer plan
Drawn	AH		
Checked	TC	Datum	AHD
Approved	TC	Drafting File	11000_001-000_000.dwg
Date	21/04/2023	Design File	#
Job No.	11639	Dwg No.	C03
		Issue	B



This plan is NOT to be used for construction purposes unless it carries the approval stamp of the local authority.

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<table><tr><td>Issue</td><td>Date</td><td>Description</td><td>App'd</td></tr><tr><td>B</td><td>21/04/2023</td><td>Amended Plans</td><td>TC</td></tr><tr><td>A</td><td>17/02/2023</td><td>Issue For Comment</td><td>AH</td></tr></table>				Issue	Date	Description	App'd	B	21/04/2023	Amended Plans	TC	A	17/02/2023	Issue For Comment	AH	Client: <div>Robert Cole</div>	Project: <div>Tweed Valley Way - Unnamed Road Intersection</div> <div>Wooyung</div> <div>Byron Shire Council</div>	Title: <div>Pavement Return and Unnamed Road Longitudinal Sections</div> <div>Do not scale drawing. Use written dimensions only</div> <div>This plan is copyright © All rights reserved.</div>	<div>ARDILL PAYNE</div> <div>ENGINEERS PLANNERS SURVEYORS</div> <div>ENVIRONMENTAL PROJECT MANAGEMENT</div> <div>BALLINA 45 River Street Ph: 02 6686 3280</div> <div>GUNNEDAH 285 Conadilly Street Ph: 02 6742 9555</div> <div>A.B.N. 51 808 558 977 e-mail: info@ardillpayne.com.au</div> <div></div> <table><tr><td>Design</td><td>AH</td><td>Scale</td><td>Various - refer plan</td></tr><tr><td>Drawn</td><td>AH</td><td>Datum</td><td>AHD</td></tr><tr><td>Checked</td><td>TC</td><td>Drafting File</td><td>11639_001-006_1500.dwg</td></tr><tr><td>Approved</td><td>TC</td><td>Design File</td><td>#</td></tr><tr><td>Date</td><td>21/04/2023</td><td>Job No</td><td>11639</td></tr><tr><td>Job No</td><td>11639</td><td>Dwg No</td><td>C04</td></tr><tr><td></td><td></td><td>Issue</td><td>B</td></tr></table>	Design	AH	Scale	Various - refer plan	Drawn	AH	Datum	AHD	Checked	TC	Drafting File	11639_001-006_1500.dwg	Approved	TC	Design File	#	Date	21/04/2023	Job No	11639	Job No	11639	Dwg No	C04			Issue	B
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## Report No. 6.5 Byron Writers Festival 2023

File No: I2023/688

5 The purpose of this report is to seek Local Traffic Committee support for the regulation of traffic for the Byron Writers Festival 2023.

Byron Writers Festival is proposed to be held in Bangalow Showgrounds from the 11<sup>th</sup> to the 13<sup>th</sup> of August 2023. In previous years this event was held adjacent to the Elements Resort on Bayshore Drive, Byron Bay.



10 Figure 1 – Locality

Local Traffic Committee advice is required to satisfy TfNSW's document "Delegation to Council – Regulation of Traffic" because the regulation of traffic is for a purpose other than those specified in Section 115 of the Roads Act 1993.

A Council can regulate traffic for the specific reasons set out in Division 1 of Part 8 (Section 115) of the *Roads Act, 1993* such as carrying out work on a road, etc. whereas the RTA can regulate traffic for any purpose.

If a Council wishes to regulate traffic for purposes other than those specified in Division 1 of Part 8 (Section 115) of the *Roads Act, 1993*, (e.g. for amenity reasons) it must seek the advice of its Local Traffic Committee. The procedures for regulating traffic covering road closures, traffic calming, etc. are detailed in Division 2 of Part 8 (Sections 116 to 119) of the *Roads Act, 1993*.

The delegation of these functions is carried out by the RTA, issuing Councils the RTA document, [\*Delegation to Councils – Regulation of Traffic\*](#).

Figure 2 – Extract from TfNSW document – Delegation to Councils – Regulation of Traffic

Council has received a Roads Act application (51.2023.1018.1) for traffic control to be implemented at Byron Street, Market Street, Deacon Street and Stations Street in Bangalow in accordance with the Traffic Guidance Scheme contained within the Traffic Management Plan - refer Attachment 1 (E2023/43597).

It should be noted that the event is not subject to any development assessment process.

The Traffic Management Plan provides for the following:

- Traffic Guidance Scheme design principles
- 10 The TGSs have been designed according to the requirements stated in Transport for NSW Traffic Control at Worksites version 6 Technical Manual and Australian Standard 1742.
- Roadworks speed limits
- 15 For traffic controllers (TC) safety, the existing posted speed limit (50km/hr) will be reduced to 40km/hr roadworks in Byron Street and Deacon Street. These speed zones are depicted on the Traffic Guidance Schemes (TGS03) within Attachment 1 (E2023/43597).
- Lane closure
- No lane closure will take place in this project.
- 20 • Pedestrian management
- The existing Byron Street pedestrian crossing will be managed by TC, as shown in the TGS03. All pedestrian traffic will be directed to and from the site via Station Lane.
- Delineation

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.5

Four cones placed at 4 meters spacing must be located immediately preceding the traffic controller's location at the centre of the road. Refer to TGS03.

- Traffic Controller

5 Seven traffic controllers would be located at the intersections of Byron Street / Market Street & Byron Street / Station Street, one on each approach, to direct and manage the traffic flow. Refer to TGS03 for more details. Also, the existing pedestrian crossing near the intersection of Byron Street and Station Street will have two spotters, one on each side, to manage the pedestrian flow. Traffic controllers and spotters will be used at the contractor's discretion and may not always be needed.

10

- Signage

Signs will be used to inform road users of the presence of a traffic controller and to warn of the change of conditions. Refer to TGS03 for more details.

- Variable Message Sign (VMS)

15 Variable Message Sign (VMS) will be placed on Bangalow Rd, Lismore Rd and Grannuaille Rd. Refer to TGS01 & TGS02 for more details.

**Separate approval from TfNSW** will be required for the VMS on State Roads (Lismore Rd and Grannuaille Rd).

- Temporary Bus Bay

20 A shuttle bus service will run between Byron Bay CBD and the festival site dropping passengers off near the intersection of Byron Street and Market Street. The main pick up point for this will be the Byron bus interchange. A second pick up will be at the Cavanbah Centre.

25 A temporary bus bay will be in operation between the intersections of Byron Street / Market Street & Byron Street / Station Street. It will have R5-20 "Bus Zone" sign erected along the northern verge. Refer to TGS05 for more details of this temporary bus bay and refer to TGS04 for the shuttle bus movement plan.

- School drop-off and pick-up

Bangalow Public School is located at Market Street near the festival area. The school was consulted and the following plan for pick-up and drop-off is proposed:

- 30
- Monday 7 - Thursday 10 August, kiss & ride in Showgrounds remains operational. Entry via Market St with alternative exit route via gate beside A&I Hall, onto Station St. Staff parking onsite remains with access via Market St.
  - Friday 11 August: no access to the site, alternative parking arrangements to be made, parents to walk children to school.

35 Market Street has existing no-parking and no-stopping arrangements which will facilitate the flow of traffic during peak arrival and departure periods.

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.5

- On-site traffic management and parking

The Byron Writers Festival engages a Parking Coordinator and a parking team. Signage, volunteers and communications plans will assist with the flow of traffic within the showground lands. Refer to VMP01 & VMP02 for an on-site vehicle movement plan.

All on-site parking will be free, however a gold coin donation will be requested, as is traditional at the Byron Writers Festival. We estimate that approximately 519 cars can be parked on site. Refer to CP01 for car park layout.

- PWD access

There will be an on-site PWD pick up and drop off area.

---

### RECOMMENDATION:

1. That Council supports the Writers Festival in Bangalow from the 11th to 13th August 2023
2. That Council support in Part 1 is subject to:
  - a) separate approvals by NSW Police and TfNSW being obtained;
  - b) the event organiser providing council with an Traffic Management Plan and Traffic Guidance Scheme/s for the event;
  - c) development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;
  - d) the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and Variable Message Signage (VMS) a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;
  - e) the event be notified on Council's web page and social media with the event organiser supplying Council with the relevant information;
3. The event organiser to:

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.5

- a) inform the community and businesses that are directly impacted (e.g. within road closure zones) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
- 5      b) arranging for private property access and egress affected by the event;
- c) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- d) consulting with emergency services and any identified issues be addressed;
- e) holding \$20m public liability insurance cover which is valid for the event;
- 10     f) not place any signage on the road related area of the Pacific Highway.

### **Attachments:**

- 15    1      51.2023.1018.1 TMP RevB, E2023/43597 , page 44 [↓](#) 

Ingen Consulting  
Alstonville NSW 2477  
0417 264 987  
michiel@ingenconsulting.com.au  
www.ingenconsulting.com.au



Our Reference: J1250\_TMP RevB

General Manager  
Byron Shire Council  
PO Box 219  
Mullumbimby NSW 2482

2<sup>nd</sup> May 2023

**Re: Byron Writers Festival – Traffic Management Plan**

Dear Gray,

The Byron Writers Festival has engaged our services to prepare a Traffic Management Plan (TMP) for the Byron Writers Festival 2023, which will be held at the Bangalow Show Troups from the 11<sup>th</sup> - 13<sup>th</sup> of August 2023.

**Byron Writers Festival contact**

Shien Chee - General Manager  
0411 079 882  
shien@byronwritersfestival.com

**Introduction**

The Byron Writers Festival 2023 will be held at Bangalow Showgrounds in Bangalow 2479.

This TMP includes traffic guidance schemes with traffic control devices (signs, delineation, and TC) to be implemented at Byron Street, Market St, Deacon St and Station St per TGS03. Variable Message Sign (VMS) will be erected in the three approaches of Bangalow (Bangalow Rd, Lismore Rd and Grannuaille Rd) before and during the event as per TGS01-02. A temporary bus bay will be set up with appropriate signs per TGS05 in Byron Street. The Vehicle Movement Plan shown in TGS04 is to provide a better understanding of the proposed shuttle bus service for this event.

The following section of this letter will explain in more detail how traffic control devices will be implemented.

East Development Stage 16 – Bus Bay construction  
Traffic Management Plan

**Traffic Guidance Scheme design principles**

The TGSs have been designed according to the requirements stated in Transport for NSW Traffic Control at Worksites version 6 Technical Manual and Australian Standard 1742.

**Roadworks speed limits**

For traffic controllers (TC) safety, the existing posted speed limit (50km/hr) will be reduced to 40km/hr roadworks in Byron Street and Deacon Street. These speed zones are depicted on the attached Traffic Guidance Schemes (TGS03).

**Lane closure**

No lane closure will take place in this project.

**Pedestrian management**

The existing Byron Street pedestrian crossing will be managed by TC, as shown in the TGS03.

All pedestrian traffic will be directed to and from the site via Station Lane.

**Delineation**

Four cones placed at 4 meters spacing must be located immediately preceding the traffic controller's location at the centre of the road. Refer to TGS03.

**Traffic Controller**

Seven traffic controllers would be located at the intersections of Byron Street / Market Street & Byron Street / Station Street, one on each approach, to direct and manage the traffic flow. Also, signage will inform the road users in advance and help traffic controllers to manage the traffic more safely. Enough sign distance is available at the proposed locations. Refer to TGS03 for more details.

As discussed above, four cones at 4 meters spacing must be placed before traffic approach the traffic controller. These traffic cones are used to highlight the traffic control position and where the vehicle stop.

Also, the existing pedestrian crossing near the intersection of Byron Street and Station Street will have two spotters, one on each side, to manage the pedestrian flow.

Traffic controllers and spotters will be used at the contractor's discretion and may not be needed at all time.

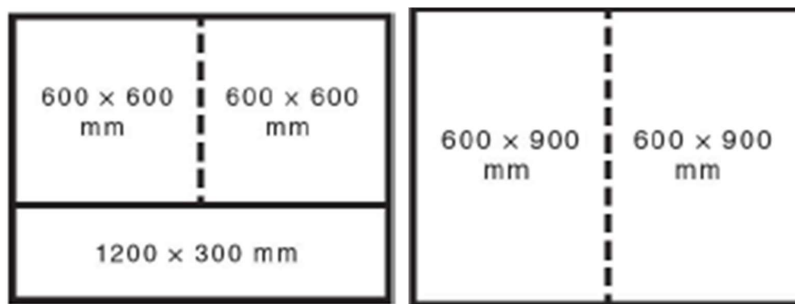
East Development Stage 16 – Bus Bay construction  
Traffic Management Plan



### Signage

Signs will be used to inform road users of the presence of a traffic controller and to warn of the change of conditions.

The signs will be displayed as dual-sign frames and three-sign frames. Signs frames must have dimensions, as shown in Figure 1 below.



**Figure 1 | Three-sign frame and dual-sign frame dimensions, source: TNSW Traffic control at worksites version 6 Technical Manual**

Signs will be spaced as per the distance “D”, and in this TMP, we adopted the existing posted speed limit of 50km/hr. The location of each sign can be found in the attached TGSs, and a manifest is shown in **Table 1**.

East Development Stage 16 – Bus Bay construction  
Traffic Management Plan



**Table 1 | TGS Manifest**

TCP MANIFEST	
7 x	Multi Message (TC1257 Traffic Controller Symbolic, TC1173 Prepare To Stop, TM1-V100-2 (Y) Blank Yellow)
7 x	Traffic Controller
4 x	R4-1 (50) SPEED LIMIT 50
4 x	T2-17 END ROAD WORK
3 x	R4-212 (40) SPEED LIMIT 40 ROAD WORK
3 x	TM1-1A Roadwork Ahead
1 x	R5-20 (L) BUS ZONE LEFT
1 x	R5-20 (R) BUS ZONE RIGHT
1 x	R5-20 BUS ZONE

#### **Variable Message Sign (VMS)**

Variable Message Sign (VMS) will be placed on Bangalow Rd, Lismore Rd and Grannuaille Rd. Messenger will be "FESTIVAL 11-13 AUGUST – EXPECT DELAY" before the event from Friday 14/07 to Friday 11/08, and "FESTIVAL AHEAD – EXPECT DELAYS" during the event from Friday 11/08 to Sunday 13/08. The spacing and location of VMS boards are approximate only, and they should not be obscured by vegetation, and solar glare is not an issue. All VMS boards are to be tested before installation to ensure the proper functioning and adequate contrast on each display. Refer to TGS01-02 for VMSs GPS coordinates.

#### **Temporary Bus Bay**

A shuttle bus service will run between Byron Bay CBD and the festival site dropping passengers off near the intersection of Byron Street and Market Street. The main pick up point for this will be the Byron bus interchange. A second pick up will be at the Cavanbah Centre.

A temporary bus bay will be in operation between the intersections of Byron Street / Market Street & Byron Street / Station Street. It will have R5-20 "Bus Zone" sign erected along the northern verge. Refer to TGS05 for more details of this temporary bus bay and refer to TGS04 for the shuttle bus movement plan.

#### **School drop-off and pick-up**

East Development Stage 16 – Bus Bay construction  
Traffic Management Plan



Bangalow Public School is located at Market Street near the festival area. The school was consulted and the following plan for pick-up and drop-off is proposed:

- Monday 7 - Thursday 10 August, kiss & ride in Showgrounds remains operational. Entry via Market St with alternative exit route via gate beside A&I Hall, onto Station St. Staff parking onsite remains with access via Market St.
- Friday 11 August: no access to the site, alternative parking arrangements to be made, parents to walk children to school.

Market Street has existing no-parking and no-stopping arrangements which will facilitate the flow of traffic during peak arrival and departure periods.

**On-site traffic management and parking**

The Byron Writers Festival engages a Parking Coordinator and a parking team. Signage, volunteers and communications plans will assist with the flow of traffic within the showground lands. An on-site vehicle movement plan is included in the attachments.

All on-site parking will be free, however a gold coin donation will be requested, as is traditional at the Byron Writers Festival. We estimate that approximately 519 cars can be parked on site, as per the attached car park layout

**PWD access**

There will be an on-site PWD pick up and drop off area.

**Traffic Guidance Schemes**

The attached traffic guidance schemes reflect the above descriptions. If you have any questions, please do not hesitate to contact our office.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jordy Nasario da Silva', is written over a horizontal line.

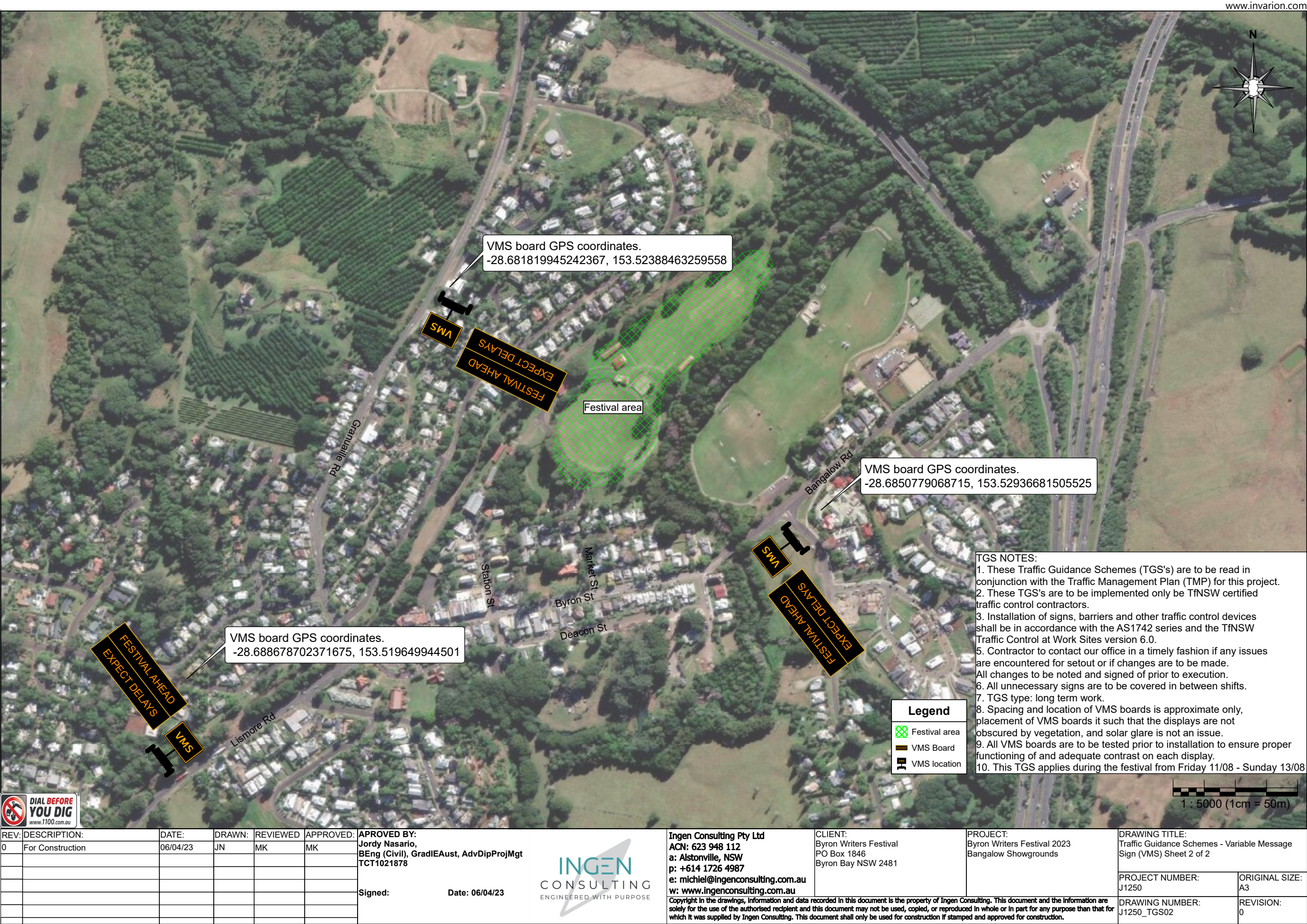
**Jordy Nasario da Silva**

*BEng (Civil), GradIEAust, AdvDipProjMgt*

*TCT1021878*

**Attachments:** Traffic Guidance Schemes  
Car park layout  
On-site vehicle movement plan

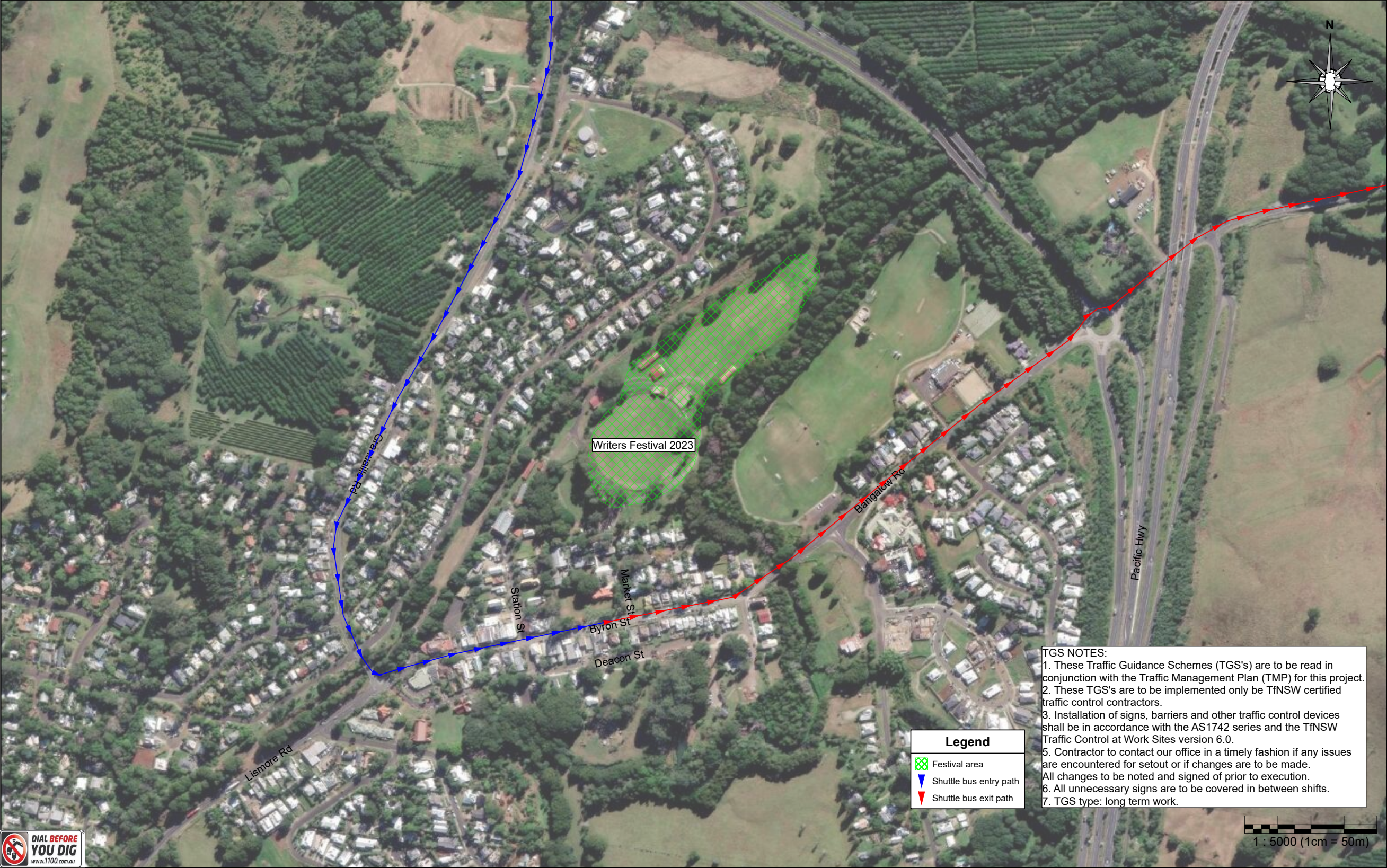




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- TGS NOTES:
- 1. These Traffic Guidance Schemes (TGS's) are to be read in conjunction with the Traffic Management Plan (TMP) for this project.
  - 2. These TGS's are to be implemented only by TfNSW certified traffic control contractors.
  - 3. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TfNSW Traffic Control at Work Sites version 6.0.
  - 5. Contractor to contact our office in a timely fashion if any issues are encountered for setout or if changes are to be made.
  - 6. All changes to be noted and signed off prior to execution.
  - 6. All unnecessary signs are to be covered in between shifts.
  - 7. TGS type: long term work.

**Legend**

- Festival area
- Shuttle bus entry path
- Shuttle bus exit path



REV.	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:
0	For Construction	06/04/23	JN	MK	MK

APPROVED BY:  
Jordy Nasario,  
BEng (Civil), GradIEAust, AdvDipProjMgt  
TCT1021878

Signed:                      Date: 06/04/23



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e: michiel@ingenconsulting.com.au  
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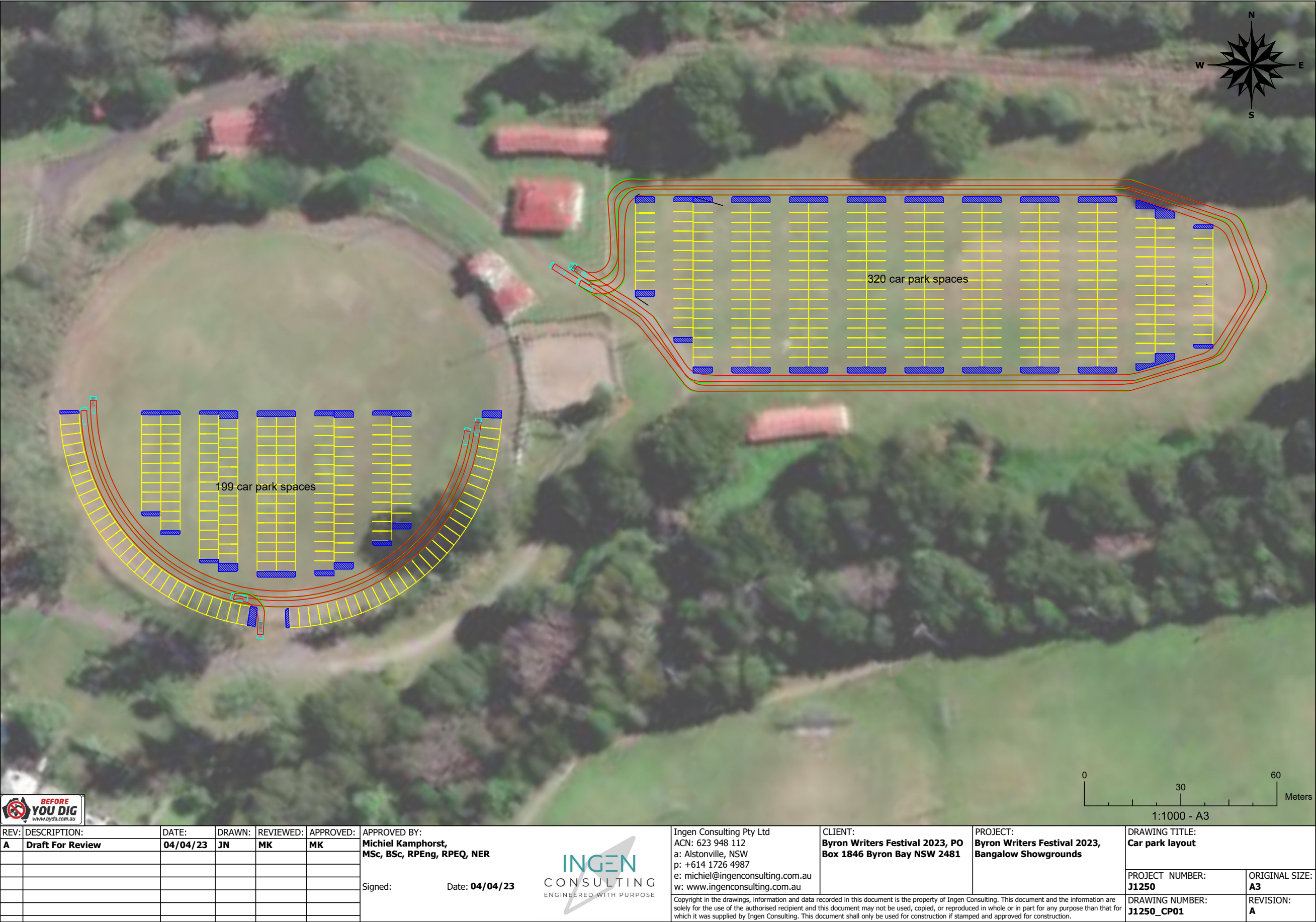
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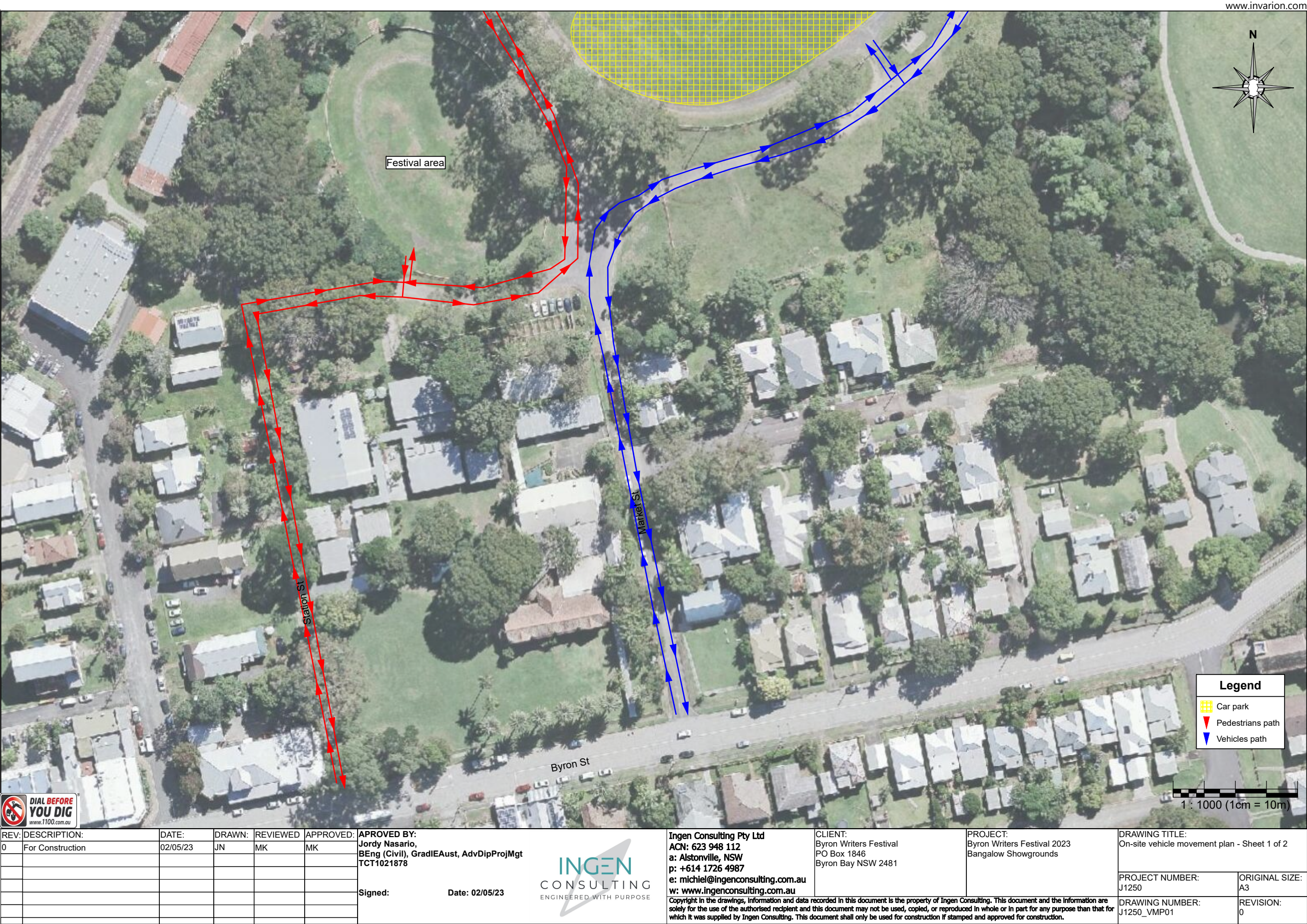
CLIENT:  
Byron Writers Festival  
PO Box 1846  
Byron Bay NSW 2481

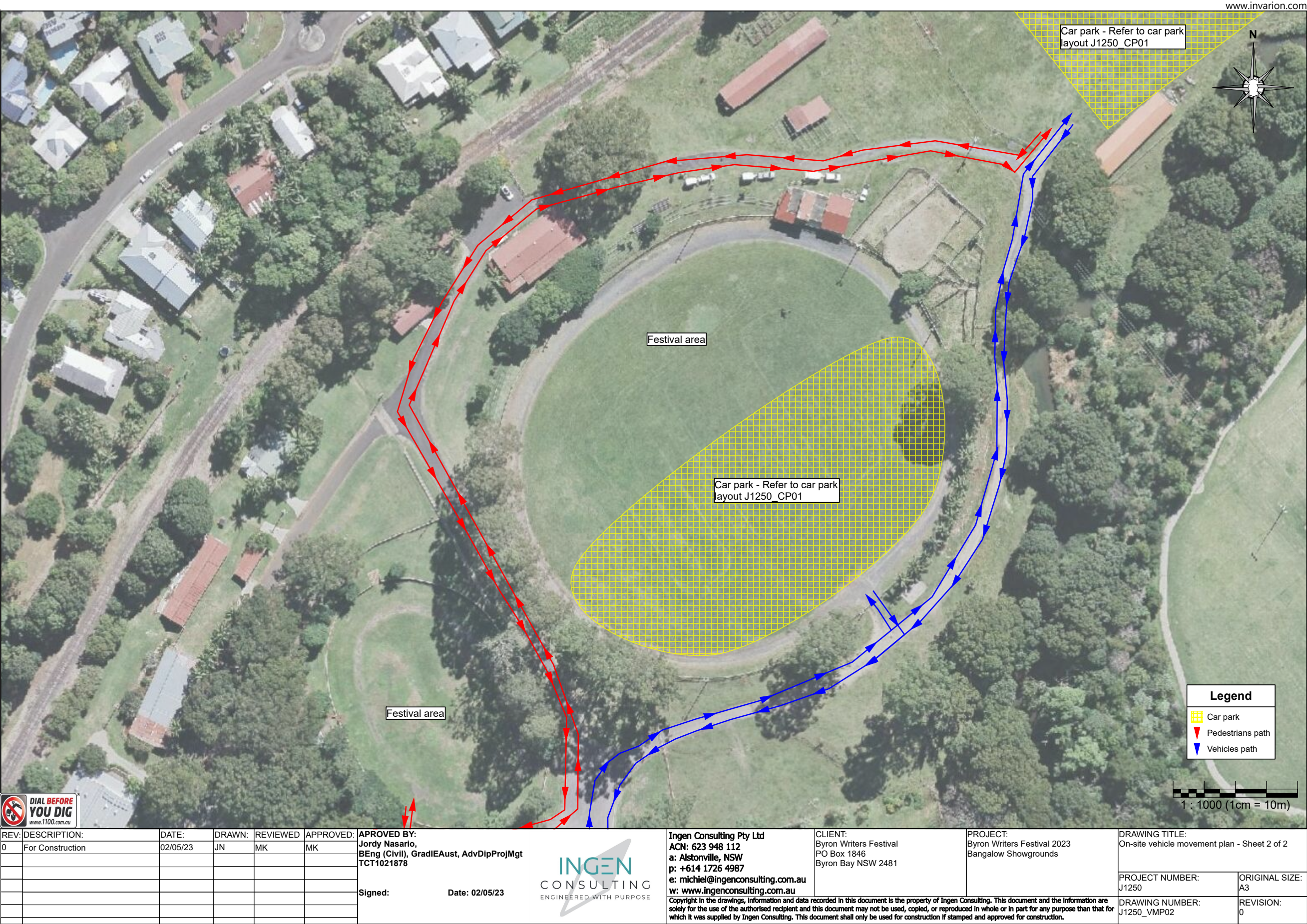
PROJECT:  
Byron Writers Festival 2023  
Bangalow Showgrounds

DRAWING TITLE: Traffic Guidance Schemes - Shuttle Bus Movement Plan	
PROJECT NUMBER: J1250	ORIGINAL SIZE: A3
DRAWING NUMBER: J1250_TGS04	REVISION: 0









## Report No. 6.6 Trial Electric Vehicle Chargers Byron Bay

File No: I2023/731

5 Council has the opportunity to participate in the State Governments EVX pole charging trial funded by Essential Energy. Byron Bay is recognised within the NSW Climate and Energy Action Master Plan as having the highest demand for future EV infrastructure in the region (refer to Figure 2).

10 At this time the trial only includes one charger for the area and requires that an Essential Energy power pole be within close proximity to the parking space being proposed (refer to figure 3).

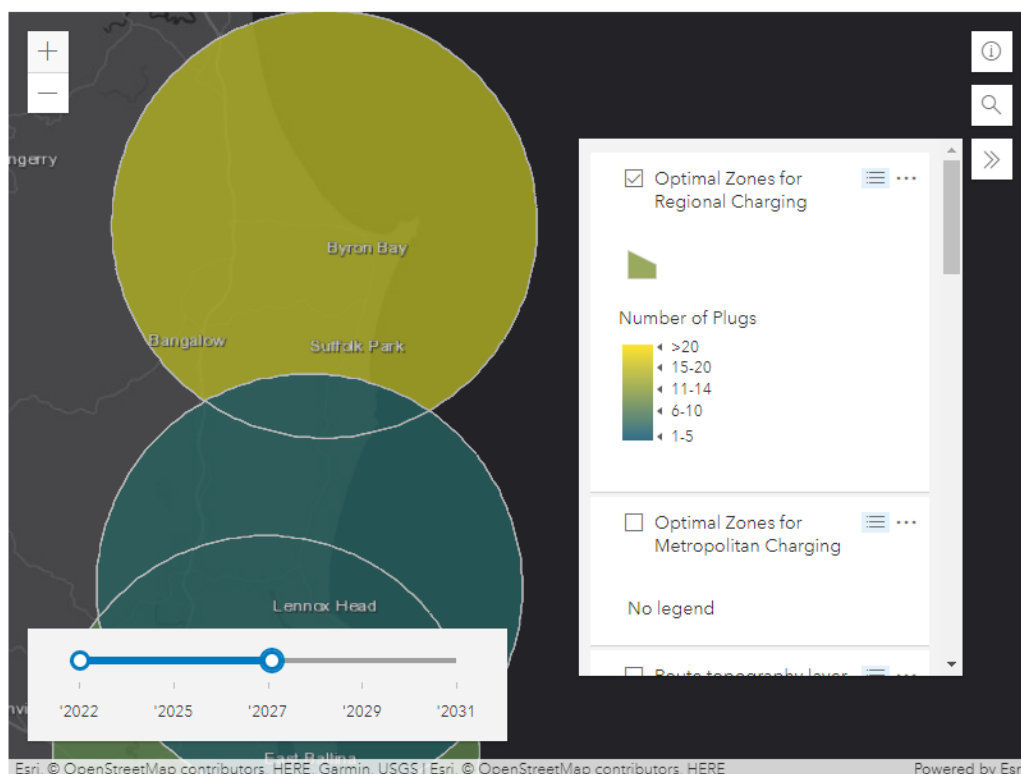
15 The purpose of this report is to gain LTC endorsement for the allocation of two parking bays within the Byron Bay village centre. The parking spaces will be allocated within the current Byron Bay Pay Parking Area. The timing for the EV spaces will reflect the same time restrictions as the area they are installed, unless located within an all-day parking location where the space will be restricted to two-hours (R5-1-10 series, Parking (1P-10P) Times (Various) Mon-Fri Electric Vehicles Only (Left, Right or Repeater), 9am – 6pm Monday to Sunday). These spaces will not be charged at the parking meter to encourage use and support the trial (subject to review following the trial).

20 **Figure 1: R5-1-10N signage example (times will be 9am – 6pm, Monday to Sunday)**



25

**Figure 2: Optimal zone EV charging mapping, NSW Climate and Energy Action Master Plan**



Council staff have proposed potential locations (attachment 1, E2023/46707) to Essential Energy for the chargers however the locations are subject to a review of the supporting infrastructure (power poles) by Essential Energy.

- 5 Installation is programmed for June 2023 and due to short timeline and report deadlines the final two locations have not been chosen, therefore, five potential locations have been selected, two will be selected following the above Essential Energy review.

Figure 3: EVX pole mounted charger installation (Glebe, Sydney)



5

---

**RECOMMENDATION:**

- 10 That the Local Traffic Committee endorse parking restrictions to support two Electric Vehicle car parking spaces in Byron Bay Town Central, two of the five locations within Attachment 1 (E2023/46707) as part of the Essential Energy EVX pole mounted charger trial.

**Attachments:**

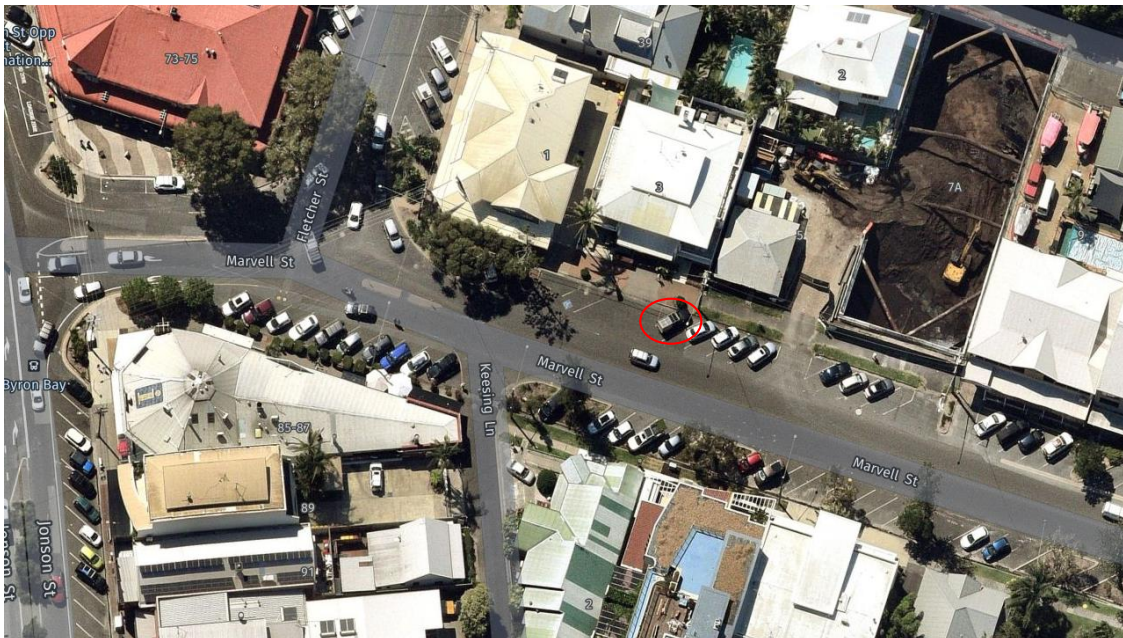
- 15 1 Byron\_Potential\_EVX\_trial charger locations, E2023/46707 , page 60 [📄](#)

# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.6 - ATTACHMENT 1

3/5 Marvel Street, Byron Bay

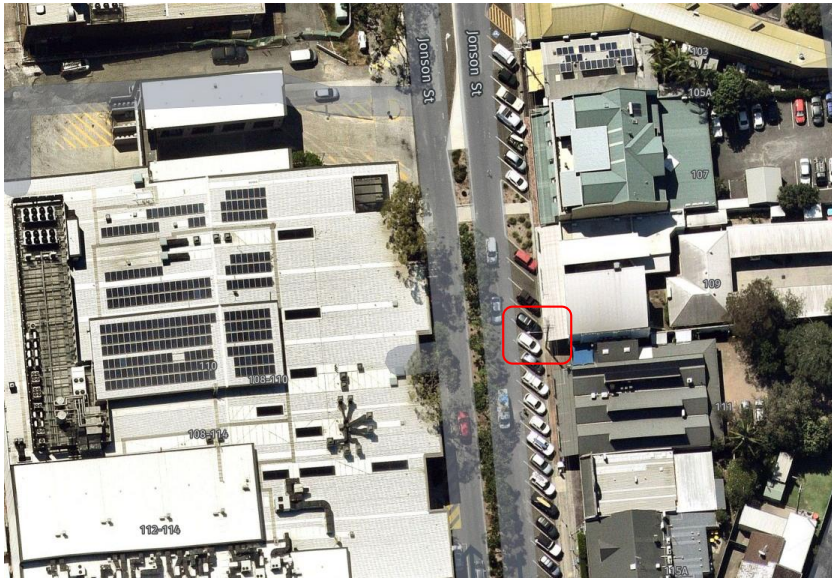


# BYRON SHIRE COUNCIL

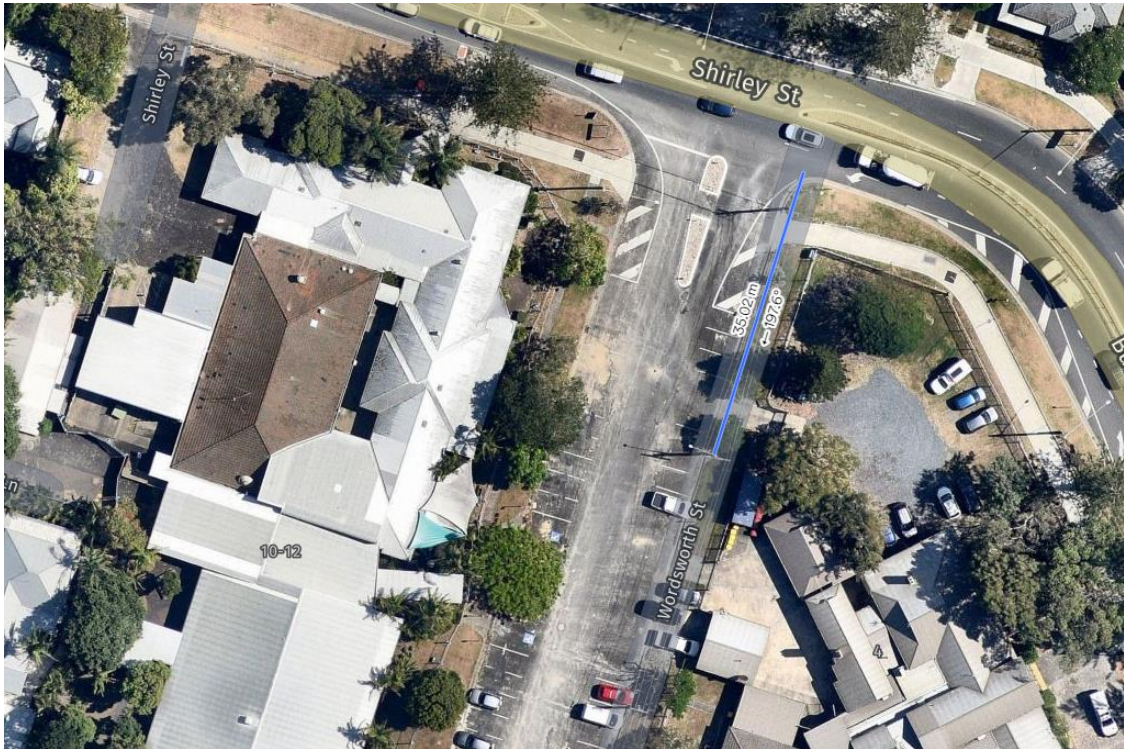
## REGULATORY MATTERS

## 6.6 - ATTACHMENT 1

Eastern side of Jonson St, Byron Bay (preferably 109/111 Jonson Street)



Wordsworth Street, Byron Bay (Upgrade at this location, parking bays will still align with PP location)



# BYRON SHIRE COUNCIL

## REGULATORY MATTERS

## 6.6 - ATTACHMENT 1

8/10 Lawson Street, Byron Bay



MATTERS FOR TRAFFIC ENGINEERING ADVICE

**Report No. 7.1      No Overtaking - Coolamon Scenic Dr**

**File No:** I2023/631

5

The purpose of this report is to discuss the proposed overtaking locations on Coolamon Scenic Dr. Coolamon Scenic Drive is a narrow rural road with tight curves throughout.

Council received funding through the Safer Roads Program to improve safety along Coolamon Scenic Drive between Azalea Street (Mullumbimby) and Hinterland Way.

10 The scope of the completed works involved the following treatments:

- Localised pavement widening
- Safety Barrier installation
- Line marking along the project length, subject to pavement width considerations
- Double Barrier lines as required

- 15
- Installation of signage and guideposts
  - Localised areas of antiskid installation
  - Traffic island installation

20 For the line-marking portion of these work's council has installed double barrier line to prevent overtaking throughout a majority of the road. Following these works a member of the public has requested that overtaking provision be made where appropriate and has proposed two locations.



**Figure 1: Proposed location (844 Coolamon Scenic Dr)**



**Figure 2: Proposed location (918 Coolamon Scenic Dr)**

- 5 While these locations do provide adequate sight distance for overtaking (refer to attachment 4, TfNSW advice) the roadside environment is very unforgiving and does not provide adequate shoulder should a mistake be made by an overtaking driver to avoid an oncoming car.

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

7.1

Council staff consider that the risk of a serious injury crash, should an overtaking error occur outweighs the benefit for overtaking on sections of road where drivers have already been shown to drive at speeds over the posted speed limit (refer to attachments 1 and 2).



5 **Figure 3: Coolamon Scenic Dr roadside environment (steep fill batter, no shoulder)**



**Figure 4: Coolamon Scenic Dr typical roadside environment (cut batter, large trees)**

Although there is a risk of impatient drivers feeling like the no-overtaking treatments are too restrictive, there is no evidence that there is an issue with compliance. The most recent traffic survey data indicates that the 85<sup>th</sup> percentile speeds are at or just above the posted speed limit (survey summary attached attachment 1 and 2). These surveys were undertaken within the proposed overtaking areas and indicate that most drivers are prepared to drive at speeds where overtaking is unnecessary (you must stay below the posted speed when overtaking).

- 5
- 10 Following an investigation of the most recent crash data on Coolamon Scenic Dr (Coorabel only) there has not been an increase of any crash type since the no overtaking line-marking was implemented, however there has been a reduction in overall crashes since the installation of the double barrier line-marking (please refer to attachment 3).

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING





7.1

---

### RECOMMENDATION:

- 5      **That the Local Traffic Committee recommend that no change be made to the current overtaking restrictions on Coolamon Scenic Drive.**

### Attachments:

- 10      1      Traffic Survey Data\_Coolamon Scenic Drive (outside #910) COORABELL\_2023-03-10  
Report, E2023/42105 , page 69 [↓](#) 
- 2      Traffic Survey Data\_Coolamon Scenic Drive (outside #856) COORABELL\_2023-03-10  
Report, E2023/42104 , page 70 [↓](#) 
- 3      Summary\_Coolamon\_Scenic\_Drive\_Crash\_Data\_2009\_22, E2023/43297 , page 71 [↓](#) 
- 15      4      TfNSW\_Line marking\_no overtaking\_advice\_Coolamon Scenic Dr, E2023/43301 , page 72 [↓](#)  




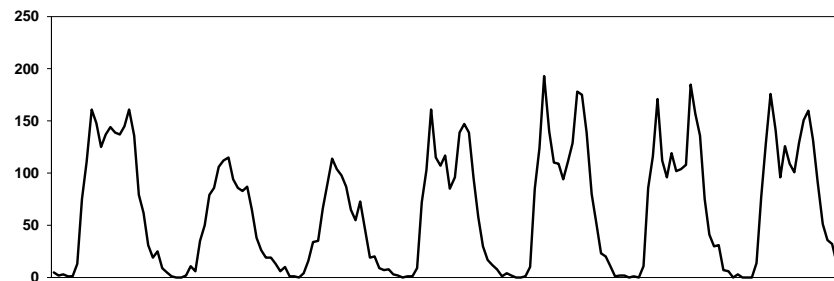
## Hourly Volume By Day (Speed and Classification)

Coolamon Scenic Drive  
outside #856  
**Coorabell**

Northbound and Southbound - Two Way Traffic



Site Number:	AC02
Client:	Byron Shire Council
Geocounts Job #:	1675301408951
Count Type:	Volume/Class/Speed
Coordinates:	-28.6148 153.4776



Posted Speed Limit

Day	Fri	Sat	Sun	Mon	Tue	Wed	Thu	7 day Average	Weekday Average	SITE DETAILS Two Way Traffic		
Time	10/03/23	11/03/23	12/03/23	13/03/23	14/03/23	15/03/23	16/03/23					
0:00	5	5	6	3	4	2	0	4	3	Speed Distribution		
1:00	2	1	10	2	2	2	3	3	2			
2:00	3	0	1	0	0	0	0	1	1			
3:00	1	0	1	1	0	1	0	1	1			
4:00	1	2	0	1	1	0	0	1	1			
5:00	13	11	4	9	10	11	14	10	11			
6:00	75	6	16	72	85	86	77	60	79			
7:00	111	35	34	103	124	116	129	93	117	> 40 km/hr	99.2%	
8:00	161	50	35	161	193	171	176	135	172	> 50 km/hr	98.0%	
9:00	148	79	66	115	140	112	141	114	131	> 60 km/hr	89.1%	
10:00	125	86	90	107	110	96	96	101	107	> 70 km/hr	58.6%	
11:00	137	106	114	117	109	119	126	118	122	> 80 km/hr	18.1%	
12:00	144	112	104	85	94	102	109	107	107	> 90 km/hr	3.7%	
13:00	139	115	98	96	111	104	101	109	110	> 100 km/hr	0.8%	
14:00	137	94	87	139	129	108	129	118	128	Peak Survey Results		
15:00	145	86	65	147	178	185	151	137	161			
16:00	161	83	55	139	175	157	160	133	158			
17:00	136	87	73	95	139	136	132	114	128			
18:00	79	65	45	58	80	75	91	70	77			
19:00	62	38	19	30	52	41	51	42	47			
20:00	31	26	20	17	23	30	36	26	27			
21:00	19	19	9	12	20	31	32	20	23	AM	8:00	193
22:00	25	19	7	8	11	7	13	13	13	PM	15:00	185
23:00	9	13	8	1	1	6	3	6	4	24hr Volume		1869
7am-7pm	1623	998	866	1362	1582	1481	1541	1350	1518	Light		1705
24hr Total	1869	1138	967	1518	1791	1698	1770	1536	1729	Heavy Rigid		160
Light	1705	1075	940	1404	1682	1558	1587	1422	1601	Heavy Articulated		38
H Rigid	160	47	30	105	112	132	145	104	118	7am to 7pm Volume		1623
H Artic	4	3	2	8	5	9	38	10	11	Avg Traffic Composition		
										Avg Speed Data (kph)		
										85th Percentile		80.6
										Mean		71.2
										Minimum		15.0
										Maximum		131.0
										Std. Deviation		10.5

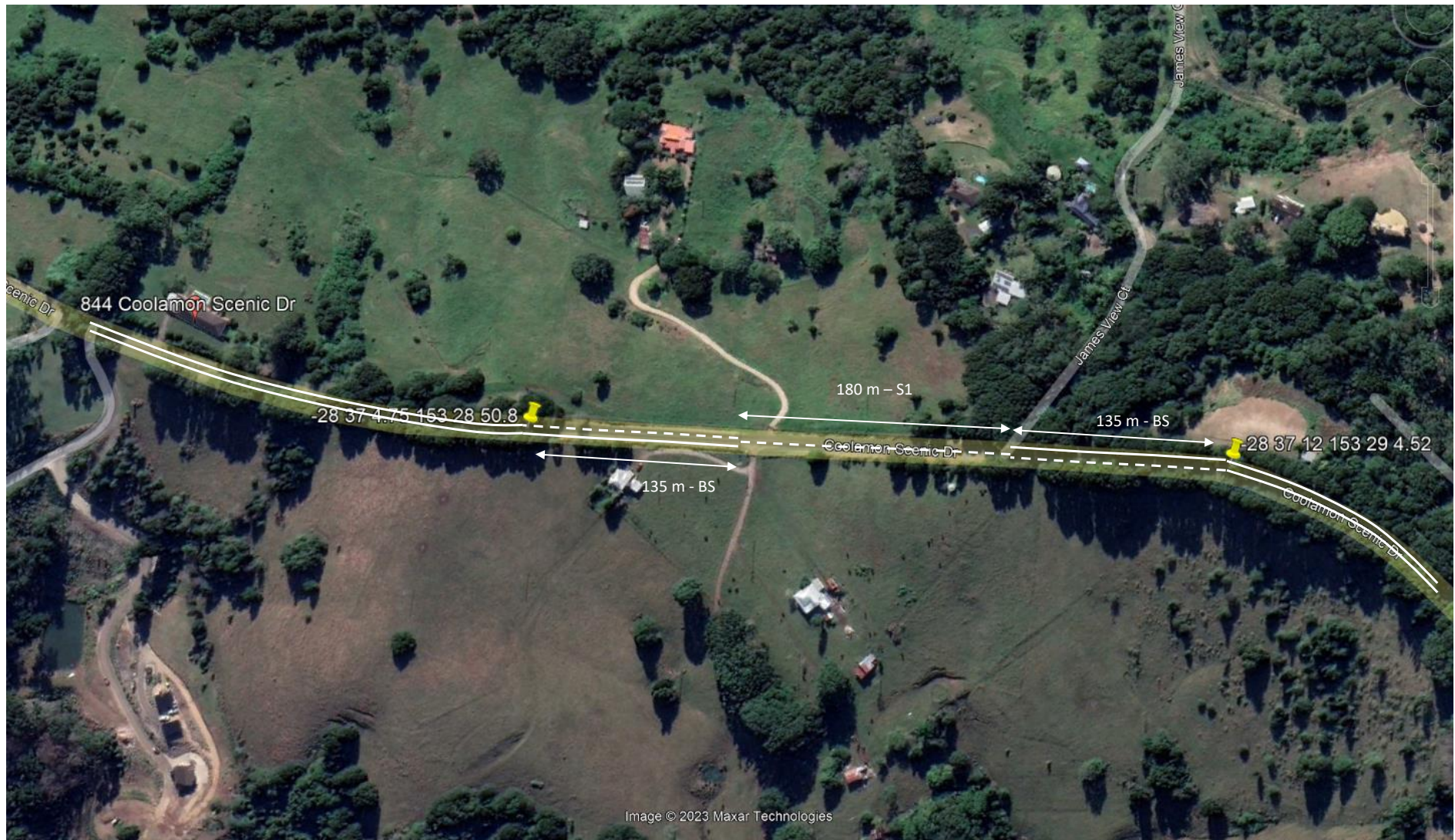
# BYRON SHIRE COUNCIL

## MATTERS FOR TRAFFIC ENGINEERING ADVICE

## 7.1 - ATTACHMENT 3

DCA	Carsh Data Count by DCA															Total
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
	104	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	201	1	0	0	0	0	0	0	0	0	1	0	0	0	1	
	301	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
	304	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	401	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	406	0	0	0	0	0	1	0	0	0	0	0	0	1	0	
	506	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	609	0	0	0	0	0	2	0	0	0	1	0	0	0	0	
	701	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
	702	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	703	0	1	0	0	1	1	1	0	1	0	0	0	0	1	
	704	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	707	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
	801	1	0	0	1	1	1	0	0	0	0	0	0	0	0	
802	0	3	0	0	0	0	1	0	0	0	0	0	0	0		
803	0	1	0	0	1	3	2	1	0	1	1	2	0	0		
804	1	1	0	0	0	1	0	1	1	0	0	1	0	0		
805	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
Total	4	9	1	2	5	9	4	3	4	2	2	5	0	1	2	

1	2	3	4	5	6	7	8	9	10
NEAR SIDE 001	THRU-THRU 101	HEAD ON 201	REAR-END 301	LEAVING PARKING 401	HEAD ON 501	PARKED 601	OFF CARRIAGEWAY TO LEFT 701	OFF CARRIAGEWAY RIGHT BEND 801	FELL BUFFER VEHICLE 901
EMERGING 002	RIGHT-THRU 102	THRU-RIGHT 202	LEFT-REAR 302	PARKING 402	OUT OF CONTROL 502	DOUBLE PARKED 602	OFF CARRIAGEWAY TO RIGHT 702	OFF CARRIAGEWAY LEFT BEND 802	TELEPHONE 902
FAR SIDE 003	LEFT-THRU 103	RIGHT-LEFT 203	RIGHT-REAR 303	PARKING VEHICLES ONLY 403	PULLING OUT 503	ACCIDENT OR BROKEN DOWN 603	LEFT OFF CARRIAGEWAY INTO OBJECT 703	OFF RIGHT BEND INTO OBJECT 803	HIT TRAIN 903
PLAYING WORKING, VEH. STANDING ON CARRIAGEWAY 004	THRU-RIGHT 104	RIGHT-RIGHT 204	U-TURN 304	REVERISING IN TRAFFIC 404	CUTTING IN 504	CAR DOOR 604	RIGHT OFF CARRIAGEWAY INTO OBJECT 704	OFF LEFT BEND INTO OBJECT 804	HIT RAILWAY XING FURNITURE 904
WALKING WITH TRAFFIC 005	RIGHT-RIGHT 105	THRU-LEFT 205	LANE SIDE SWIPE 305	REVERISING INTO ROAD OBJECT 405	PULLING OUT REAR END 505	HIT PERMANENT OBSTRUCTION 605	OUT OF CONTROL ON CARRIAGEWAY 705	OUT OF CONTROL ON CARRIAGEWAY 805	HIT ANIMAL OFF CARRIAGEWAY 905
FACING TRAFFIC 006	LEFT-RIGHT 106	LEFT-LEFT 206	LANE CHANGE - RIGHT 306	LEAVING DRIVEWAY 406	OVERTAKING - RIGHT TURN 506	HIT ROADWORKS 606	LEFT TURN 706		PARKED VEHICLE RUN AWAY 906
DRIVEWAY 007	THRU-LEFT 107	U-TURN 207	LANE CHANGE - LEFT 307	FROM LOADING BAY 407		HIT TEMPORARY OBJECT ON CARRIAGEWAY 607	RIGHT TURN 707		VEHICLE MOVEMENTS NOT KNOWN 907
ON FOOTWAY 008	RIGHT-LEFT 108		RIGHT TURN S/S 308	FROM FOOTWAY 408			MOUNTS TRAFFIC ISLAND 708	MOUNTS TRAFFIC ISLAND 808	
STRUCK WHILE BOARDING OR ALIGHTING 009	LEFT-LEFT 109		LEFT TURN S/S 309			HIT ANIMAL 609			
			PULLING OUT 310			LOAD INTO VEHICLE 610			





- a) **inform the community and businesses that are directly impacted (e.g. within road closure zones) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

8.1

- b) arranging for private property access and egress affected by the film shoot;
- c) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the film shoot;
- 5 d) consulting with emergency services and any identified issues be addressed;
- e) holding \$20m public liability insurance cover which is valid for the film shoot;
- f) paying Council's Road Event Application Fee prior to the film shoot;
- g) not place any signage on the road related area of the Pacific Highway.
- 10 h) apply/receive consent by the relevant road authority under section 138 of the NSW road act (1993) and pay any associated fees and charges within this process.

### **Attachments:**

- 15 1 Traffic Management Plan with TGS - Toni Childs Music Video, E2023/44625 , page 78  

## Background

Councils Events Team received a Filming Application from Big Mother Touring Company Pty Ltd to conduct a music video for Toni Childs new release song LIFT.

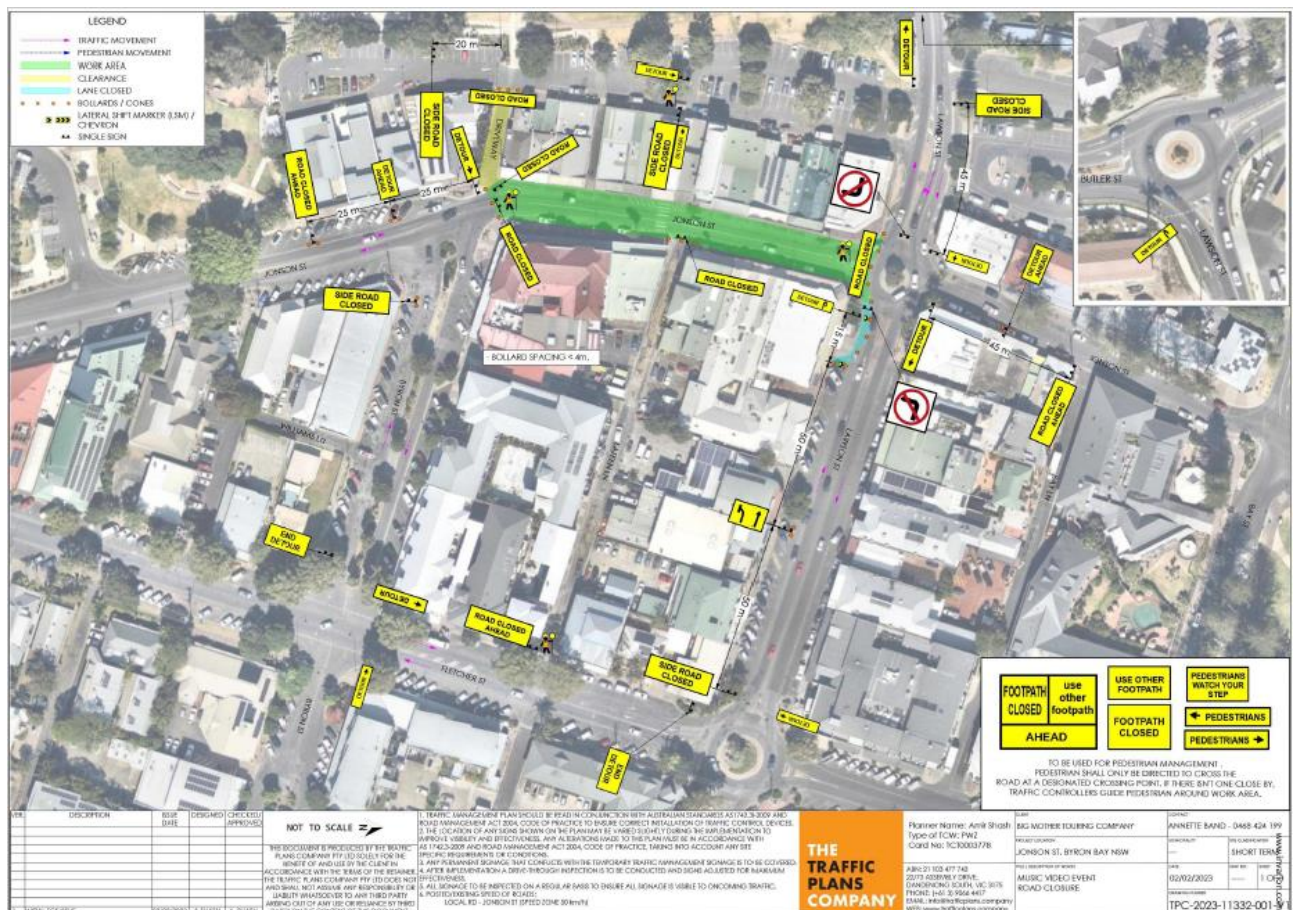
- 5 The Local Government Filming Protocol for NSW states there is a *presumption of Approval: Councils are expected to grant approvals and, where appropriate, any necessary lease or licence over Council owned or Council controlled land for filming, unless there are exceptional circumstances.*

## Event Overview

- 10 The production will close a section of Jonson Street, between Lawson Street and Byron Street.

The temporary closure will be in place from 6am until 2pm, Monday 7 August 2023.

Filming will take place within the closed area, hosting 50 – 100 participants for a choreographed dance routine to the new song.



- 15 **Image – Traffic Guidance scheme showing work area**

### Key Issues

There would be impacts to local businesses, the Production Team would be required to notify all businesses that would be affected by the closure and liaise with them directly to overcome any concerns or issues.

- 5 Per the Local Government Filming Protocol -

- 10 *"Local community notification: Filmmakers need to do a letter drop to residents and the local community with the details of the filming, with a copy to council for information. The letters should be delivered with enough lead time for people to make further inquiries. The letter should indicate the times and nature of the shoot, conditions of council approval, and provide a contact name and number for the production. The production should have a strategy for managing community concerns and/or complaints. If filming permission is sought at especially short notice, for example for a production contracted at short notice or for a sudden schedule change, additional time and effort may be needed".*

### Policy or Regulation

- 15 Under the Local Government Filming Protocol NSW: *'Presumption of Approval: Councils are expected to grant approvals and, where appropriate, any necessary lease or licence over Council owned or Council controlled land for filming, unless there are exceptional circumstances.'*

- 20 *'Traffic Management: ..If filming take place on roads or interferes with traffic flow it will often be necessary to submit a TMP to Council ..Council should co-operate with filmmakers to approve traffic plans promptly – the traffic committee may need to meet by phone'*

- 25 *'A request by a film production may not be reasonable, for example, to close a busy road during peak hour. Even where a council believes exceptional circumstances apply, negotiations with the film production over relocation, alternative times, or the imposition of appropriate conditions should be considered.'*

All TGSs are to be developed and implement by people with the appropriate level and type of accreditation.

### Consultation

- 30 A condition of the endorsement of this film shoot is that the Production Team are responsible for appropriate consultation, including:
1. Advertising the impact of the film shoot in the local newspaper, via Variable Message Board near the closure and on the Council website.
  2. Informing community and business that are directly impacted.
  - 35 3. Liaising with bus and taxi operators.
  4. Consulting with emergency services.



**Toni Childs – Music Video  
Production  
Jonson St, Byron Bay  
Aug 2023**



## Approval

	Prepared by	Approved by	Approved by
Name	Simone Hampton	Lisa Golding	
Role	Senior Planning Coordinator	Operations Manager	
Organisation	Workforce Road Services	Workforce Road Services	
PWZTMP No.	TCT0068675	0033239265	
Signature			
Date	17.01.2023	17.01.2023	

## Revision History

Issue	Date	Prepared by	Approved by	Revision Description
1	03/02/23	S. Hampton	L. Golding	Revision 1
2	14/02/23	S. Hampton	L. Golding	Revision 2
3	03/04/23	S. Hampton	J. Parry	Revision 3



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# 1 Introduction






## 1.1 Purpose

The purpose of this traffic management plan (TMP) is to:

-  Describe the activities being proposed.
-  Provide the Project team with the guidelines to perform their work activities in accordance with the requirements of all applicable legislation, regulations, codes and standards, Transport for NSW Traffic Control at Work Sites (TCAWS) Manual, and the Transport for NSW G10 Traffic Management (G10) Specification.
-  Identify, assess and mitigate foreseeable risks to all road users arising from the proposed works.
-  Capture all the information that was considered, and decisions made when developing the traffic staging plans (TSP), traffic guidance schemes (TGS), vehicle movement plans (VMP), pedestrian movement plans (PMP) and other associated plans.
-  Incorporate the TSP, TGS, VMP, PMP and other associated plans.

## 1.2 Objectives

The key objectives to be adopted by the project team in accordance with the TMP are:

-  Address the travel needs of the public.
-  Integrate the works with the local environment.
-  Provide protection to workers and the general public from traffic hazards that may arise as a result of the construction activity.
-  Manage potential adverse impacts on traffic flows to ensure network performance is maintained at an acceptable level.
-  Minimise adverse impacts on users of the road reserve and adjacent properties and facilities.

## 1.3 Induction

All of the relevant site personnel including subcontractors will be made aware of the requirements of this TMP and its attachments, and their respective responsibilities at their site induction.

Frequently changing and key information such as TGS, VMP and PMP will be presented to site personnel at daily toolbox meetings and made available on information boards.

## 1.4 Document Management

### 1.4.1 TMP Review

TMP review should be conducted when changes are made to the management of traffic or site conditions change. TMP should be review by a Safework NSW PWZTMP card holder.



## 1.5 Specifications and Guidelines

This TMP is prepared in accordance with Transport for NSW TCAWS Manual and the Transport for NSW G10 Specification.

## 1.6 Contacts

The key traffic management contacts for this project are listed below.

Role	Organisation	Name	Phone
Project Manager	Big Mother Touring Company	Annette Band	0468 424 199
Traffic Manager	WRS	Katharine Patterson	0405 207 501
TGS Designer	Workforce Road Services	Simone Hampton	0448 785 041
Traffic Control Team Leader	WRS	Katharine Patterson	0405 207 501
Traffic Control Supervisor	WRS	Katharine Patterson	0405 207 501

## 1.7 Traffic Manager

The full time site management team member nominated to be the Traffic Manager is specified below.

The Traffic Manager holds a current “Prepare Work Zone Traffic Management Plan” qualification and has a minimum of 5 years of recent experience in traffic management on road construction sites of equivalent complexity to this project.

	Details
Name	Katharine Patterson
Role	Traffic Control Team Leader
Organisation	Workforce Road Services
PWZTMP No.	TCT0039307
Years Relevant Exp.	7yrs

The roles and responsibilities of the Traffic Manager include:

- ensuring that the approved traffic management measures are implemented and maintained in accordance with the approved plans.



- ⓧ carrying out regular inspections of the traffic control measures to ensure that they are effective.
- ⓧ amending and updating the plans, as required, to ensure that they remain current as the work progresses.
- ⓧ identifying situations where traffic congestion, or unsafe conditions for vehicles, cyclists, pedestrians and workers, are occurring and providing recommendations for improvement.
- ⓧ maintaining current copies of the Traffic Management Plan and its various component plans, lane occupancy licences and speed zone authorisations, and their controlled distribution.
- ⓧ keeping records of the Traffic Controllers' qualifications and ensuring that they have either been trained or carried out that work within the previous two years.
- ⓧ liaising and facilitating regular meetings with the principal, other authorities and relevant parties on traffic management matters for the site, maintaining records of these meetings and making them available to the relevant persons.
- ⓧ in conjunction with your Community Relations Manager, undertaking consultations with local businesses and residents.
- ⓧ providing induction on traffic management measures to site personnel.
- ⓧ recording, investigating and reporting on all traffic incidents.
- ⓧ preparing monthly reports on traffic management matters.

### 1.8 Stakeholder Interface

Consultation with the following stakeholders will be undertaken when preparing the TMP and throughout the proposed works:

- ⓧ Transport for NSW
- ⓧ Traffic Management Centre
- ⓧ Local Council
- ⓧ Police and Emergencies Services
- ⓧ Local Bus Companies
- ⓧ Cyclist Groups
- ⓧ Residents

The interface with the stakeholders will be engaged through a schedule of regular coordination meetings and information sharing throughout the project as necessary.



## 2 Project Information

### 2.1 Project Details

The key project details are listed in the table below.

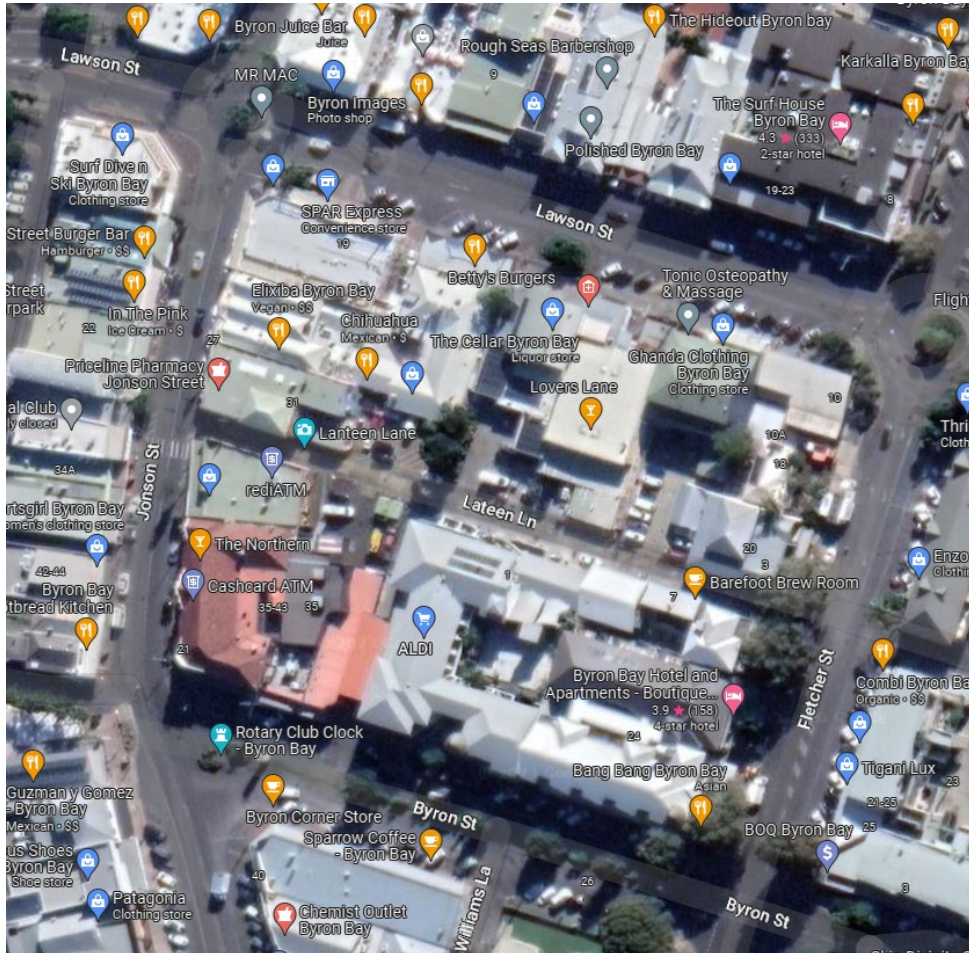
Project Information	Details
Project Title	Music Video Production – Toni Childs
Project Number	N/A
Road Number and Name	Jonson St
Suburb	Byron Bay
Local Government Area	Byron Bay
Region	Northern Rivers
Road Classification	Local
Project Dates	August 7 <sup>th</sup> 2023
Duration of Work	8 Hours
Day/Night Work	Day
Hours and Days of Work	6am – 2pm
Nearby Concurrent Works	N/A



### 2.2 Location

Jonson St, Byron Bay – Between Lawson St & Byron St

Location Map





## 2.3 Project Background

Music Video Production

-  Shooting a new music video for Toni Childs in Byron Bay

## 2.4 Scope of Works

Short Term Road Closure, to film a music video

-  Road Closure
-  Detour of traffic

## 2.5 Existing Site Data

### 2.5.1 Topography

The site was inspected as part of preparing the TMP and the following information was obtained as shown in the table below.

Project Information	Details
Road Cross Section (i.e. 2 lane/2 way)	2 lane/2 way
Sign Posted Speed Limit	50km/h
Pavement Type and Condition	Asphalt/Good
Horizontal Alignment (straights/curves)	Straight
Vertical Alignment (sags/crests)	N/A
Bicycle Facilities	No
Pedestrian Facilities	Yes
Bus Facilities	No
Traffic Signs	Yes
Intersections	Yes
Traffic Signals	No
Accesses	Residential/business
Significant Traffic Generators	Local shops
Other	



### 3 Traffic Management Strategy

#### 3.1 Temporary Traffic Management Method

The temporary traffic management option recommended by the Transport Client was around. The temporary traffic management option recommended by the Transport Client has been adopted for the TMP. Justification for this decision is provided below.

All lanes both directions - Around – Road closure with Detour, pedestrians occupying the roadway for the duration of the production of the music video.



## 4 Risk Management

### 4.1 Procedures

A number of procedures have been followed to contribute towards the management of risks to road users and road workers during the development of this project as identified below.

### 4.2 Protection of Workers

Road Closure to prevent traffic & pedestrian contact.

### 4.3 Private and Commercial Accesses

Private & commercial vehicle access will be closed for the duration of the production.

As per the stake holder communications prior to the event.

### 4.4 Parking

On site parking will be monitored by traffic control to prevent incidents.

When implementing the TGS traffic control to ensure the signs are not obstructed by parked vehicles.

### 4.5 Traffic Control Devices

#### 4.5.1 Traffic Control

Traffic is not directly being controlled with a traffic control device as the road closure will be implemented to prevent traffic through the area.

#### 4.5.2 Signage

All signage to be implemented as per attached TGS & in accordance with TCAWS Manual v6.1 2022

Barrier Boards to be implemented 1.5m behind the Delineation (Cones) preventing access to the road closure.

#### 4.5.3 Delineation

Delineation of traffic cones & Barrier Boards to be used. Hard cover (Vehicle) to be parked behind road closure points to prevent wayward vehicles from entering road closure unexpectedly.





#### 4.6 Emergency Vehicle Access

Emergency vehicles – if the emergency vehicle does not take the detour route, they are to be given unimpeded access under lights & sirens. Traffic Control to ensure the production workers are aware of the emergency vehicle entry & have sufficient time to move clear of travel path, in case of emergency.

#### 4.7 Traffic Incident Management

In case of emergency dial '000'




-  Report all traffic incidents to Workforce Office 0249 607 555
-  Report all incidents to site contact – Annette Band – 0468 424 199

#### 4.8 Communication and Consultation

Communication between Big Mother Touring Company & all relevant stakeholders to be undertaken at regular intervals to ensure complete disclosure of required information to the stakeholders & provide the option for stakeholders to raise concerns, if any.

#### 4.9 Site Inspections

Site inspections should be carried out,

-  prior to & after TGS installation
-  at regular intervals throughout the course of the shift (every 2hrs Min)
-  after site has been dismantled before leaving to ensure all signage & equipment has been collected, leaving the roadway the way it was prior to the works.



## 5 Traffic Guidance Scheme & Risk assessment



WORKSITE HAZARD ASSESSMENT CHECKLIST		
Work Location:	Jonson St, Byron Bay NSW	
Client:	Big Mother Touring Company	
Type of work activity:	Music Video Event	
Road Type: (color as shown in Melways)	1. Brown - Local Road - Council Road	
Step 1- Worksite Hazard Rating		
Traffic Volume:	LOW <10,000	Traffic speed (posted): 50kph
Clearance between workers & traffic:	0 - 1.2 METRES	Worksite Hazard Rating: Low
Step 2- Required Level of Planning		
Plans Required:	Site Specific	
Step 3- Hazards at the Worksite		Step 4- Hazard Control Measures
Safety Hazard/Risk Factors	Present at worksite	Hazard Control Measure(s)
Clearance to traffic	Yes	Advance warning signage displayed and a road closure applied to facilitate access to the event area.
High speed traffic through worksite	No	
Poor driver compliance to speed signage.	No	
Poor advance sight distance	Yes	Advance warning signage to be displayed on side road with no obstructions.
Poor observance of directions/instructions to motorists	Possible	Ensure signs are clearly visible to oncoming traffic with no obstructions.
Narrow pavement with no escape path (<2.9 m width)	No	
Presence of workers at worksite	No	
Excavations adjacent to worksite	No	
Presence of unprotected hazards within the clear zone.	No	
Rough or unsealed road surface	No	
High traffic volume through worksite (>10,000 vpd)	LOW <10,000	
High volume of heavy vehicles	No	
Works vehicles entering or leaving worksite	No	
Cyclists / pedestrians through worksite	Yes	Pedestrian access maintained with advance warning signage displayed.
Other	No	
Step 5 – Hazard Control Measures to be Used (include details of the assessment in accordance with the Hierarchy of Safety Controls indicating why higher levels were considered not to be reasonably practicable)		
Advance warning signage displayed to inform motorists of changed road conditions ahead. Further safety measures applied is a road closure. Event area shall be isolated via bollards and pedestrian tape or similar.		
Step 6- Traffic management plan prepared:	TPC-2023-11332-001-V1	
Step 7- Implemented plan reviewed by:		

